

VANCOUVER COMMUNITY COLLEGE, LANGARA

B.C. STUDENT

Three Trails Meet

MATSQUI
PRAIRIE

CLAYBURN

SUMAS

ABBOTS-
FORD

ST. LEHMAN

MATSQUI

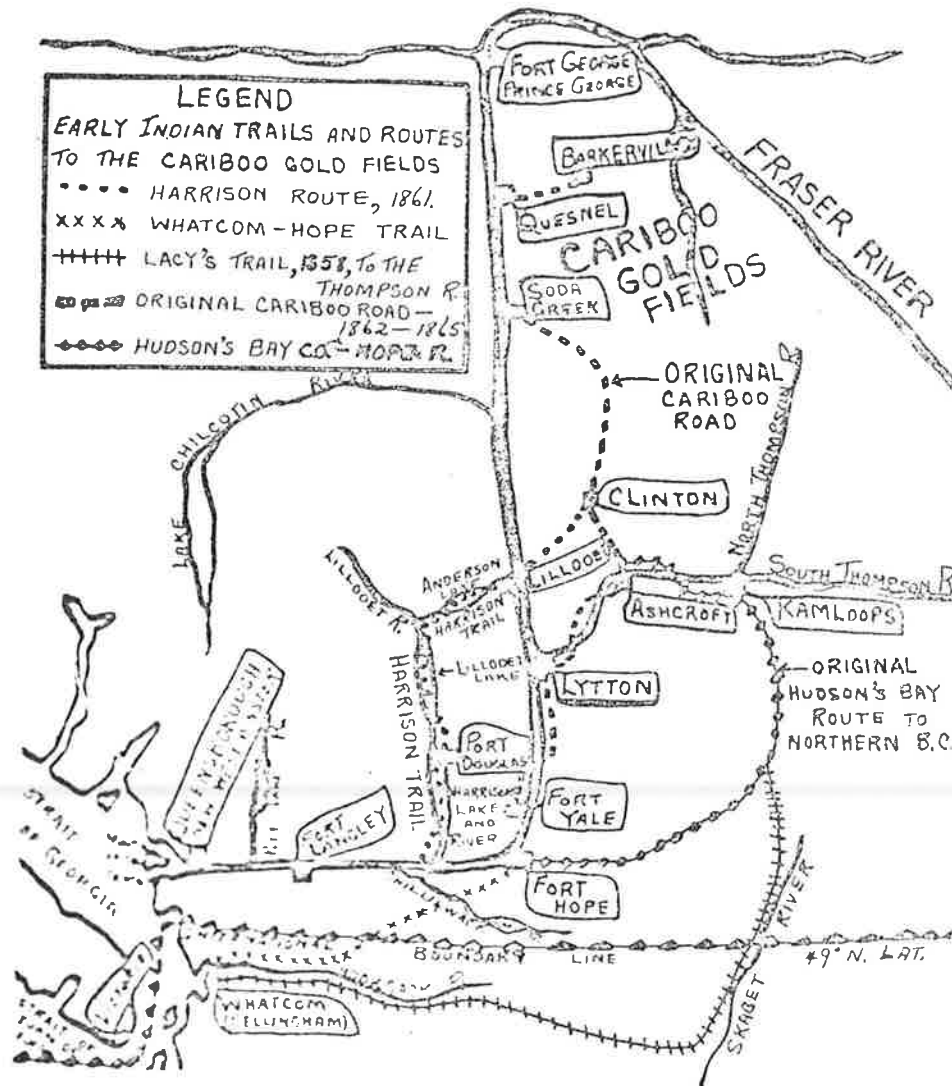
DEARDON-
VILLE

GLEN
VALLEY

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Early British Columbia



In days before our highways were envisioned, gold seekers reached the interior by trails and routes shown on this map.

Foreword

We, the compilers, humbly dedicate this booklet to those hardy pioneers who hewed their homes from the virgin forest, who fought floods and mosquitoes and surmounted untold difficulties, never losing faith in the future of their chosen and beloved land — who worshipped, played and worked together to make this the thriving and prosperous community it is today.

We wish to acknowledge our thanks to all those who helped in gathering the data for our booklet (and to S. D. Meadows for correlating and merging the facts together).

We are especially indebted to Cornelius Kelleher who kept a complete diary and has given us access to it and his knowledge; to Mrs. J. L. Starr who loaned us her parent's (Mr. and Mrs. Will Fadden) diary and gave us her help; to Mrs. Kate Porter, Mrs. Ida Campbell, Miss Connie Criuckshank, Mrs. L. T. Beharrell, Major J. S. Mathews of Vancouver City Archives who helped us with pictures and information; D. Mathers, Mrs. E. Vanetta, Mrs. Christie Harris, Mr. and Mrs. J. W. Winson, Gordon Peardon, J. L. Starr, G. F. Pratt, Mrs. W. Blatchford, Doug Taylor, D. R. Nicholson, T. DeLair, J. A. Carmichael, Miss Ruth Owens, A. Hawkins, Wm. Roberts, Mrs. Pearl Brumpton (nee Ackerman), Mrs. H. Vallet (nee Roscoe), Mrs. E. Boley, W. S. Hill-Tout, Mrs. Christine Fox of the Victoria Library, Mrs. M. Schoenberg of the New Westminster Public Library and many others.

HISTORICAL COMMITTEE

Chairman: L. J. Kettle

J. L. Starr, Mrs. Christie Harris, Miss Irene Kelleher, Miss Eleanor Blatchford, G. F. Pratt and Mrs. M. Hunter.

Where All Trails Meet

The V that is the Valley stands not only for that prosperous section but also initials the robust City of Vancouver which is continually making stronger proposals of marriage. The father of the bride, the Fraser River, is gradually having his objection overcome and seems about ready to give his unqualified consent.

Only recently addresses have been numbered by a sequence from the seashore Eastwards. A commission is intensely studying a water system to originate from the plentiful supply of Chilliwack Lake and spread right and left to Delta and White Rock. Roads are becoming paved highways, with cloverleaf designs to permit the vigour of the Trans-Canada Highway and the bustle that crosses it into such energetic centers as Abbotsford and Clearbrook.

The U.S.A. commission, appointed to study, with our Canadian authorities, the prospects of a highway to extend from the North West States, via Northern B.C. and the Yukon, to Alaska, cannot help but favourably consider the valley route through Snohomish, Sedro-Woolley and Sumas to Huntingdon.

The Hub of the Fraser Valley, in both name and reality for many years, will become considerably more so. The countryside, both as to topography and direction, insists on that consideration. This fact was proven many years ago when the merging trails, via the Fraser River and from Whatcom, set their sights for the golden interior by way of the narrowing valley where the Sumas River enters the Fraser, and the mountain walls still direct traffic.

The older folks remember well and see clearly the background behind today's booming activity, and, while welcoming the proof of their foresight, nostalgically respect the fading signs of the old days. The younger set, while seeming more than a little occupied with their successes, enjoy tales of those old days, and are intrigued by the comparisons that can still be made as between then and now.

That suggests the purpose of this book. It would need an extensive research and history to sufficiently reward our forbearers for the strong foundations on which they built, and for their service and sacrifice. If this effort will warm the hearts of those who remember, and inspire those who believe and appreciate, by again dressing up the spirit of those early times in a parade of individuals, incidents, and incidentals, it will have accomplished its purpose.

Sumas

The gold rush had started in 1858 with 30,000 prospectors arriving that first year. Those were colorful days when men by the thousands, from all over the world, poured into the wilderness of the Fraser River Valley. These were quickly followed by adventurous business men. The establishment of the Colony of British Columbia laid the foundation for settlement of the Central Fraser Valley and law and order were established to enable survey parties to set out and push back the unknown.

The Indians of the Sumas Valley were becoming more than interested in rumors, rumbling through the woods, of strange craft running up the Fraser River, but the first contact that brought home to them the impact of the invasion came from the South when the Californians made the North-bound trail from Whatcom (previously Seahome and now Bellingham) and crossed the international boundary. Thus came the Whatcom Trail, the first road to be built on the Lower Mainland, a pack-trail only through the tall timbers but needing its bridges and puncheons, if lacking for years the grading and surfacing which now constitute a road.

Less than two miles North of the Line this road was joined by another great highway, the Yale Road. The building of this route in 1875 connected Sumas with the Coast, and from the opening of this artery dates the development of the district. Even at this time a few white families had built their homes here, for this was a favored spot on the Cariboo route.

Other modes of entry to the Sumas Valley were by way of Straiton and the Sumas Mountain trail after being landed from the river paddle-wheel steamer at Wade's Landing, or by continuing on the steamer to Miller's Landing and then down the Fraser and up the Sumas River by boat or canoe. Main access to Matsqui Prairie was by river steamer up the Fraser from New Westminster.

The gold rush was not the only influence which prompted the arrival of newcomers, at least to the Sumas Valley. The establishment of the 49th parallel as the Canadian and United States boundary and the sudden accompanying influx of the surveyors also stirred the interest of the local Indians.

The fact that the road to the Cariboo country changed its emphasis had no adverse effect on the MSA district since the alternative took place farther East. But the log cabin town of Port Douglas at the upper end of Harrison Lake, then the end of water navigation and the beginning of the Cariboo Trail, though a thriving place, was doomed to desolation. The road North from that point required too many portages and had to be abandoned for the better route from Fort Yale by both business men and their customers.

These earliest historical events seem to pretty well coincide with the story of the York family. Mrs. Fraser York, who passed away on November 20, 1945, was one of the last of the real old-timers who knew B.C. in the early days of the gold rush, and certainly one of those who remembered most vividly those exciting times.

Among the business men who followed the prospectors was a young Scot from San Francisco, William Robert McDonald. With him into the wilds he brought his wife and family, one of the children being little Josephine aged 15 months. They opened a hotel in Port Douglas, and lived there for seven years. Josephine's young eyes watched the never ending trek to the diggings, the rides out to where the Royal Engineers were building the Cariboo Road and the arrival of the camels brought in to carry freight to the mines.

Joining the movement to Yale, the McDonalds built another hotel. Josephine learned history at school while she watched it being made around her. She saw the old stage coaches start for Barkerville, the ox teams, mule teams, and pack trains. She saw the traction engines that were tried out, with no better success than the camels.

It was at Yale that the McDonalds met the Yorks. Young Thomas Fraser York, always known as Fraser York, was born in that town, and believed to be the first white child born on the Mainland of the colony of B.C. In 1874 the McDonalds moved to Chilliwack and a year later Josephine came to Upper Sumas to teach the first school. She had ten pupils, who followed the trails through tall bush or came down the slough in canoes.

In 1880, after a period teaching in the Cariboo, Josephine married Fraser York at Chilliwack and went by canoe down the Fraser and up the Sumas River for her wedding trip dressed in crinoline and hoops, an elegant pioneer bride. Later as a pioneer mother, she got into a canoe in the dead of winter when cakes of ice were floating on the river, with her husband, an Indian, Tommy the 18 month old son, and Mabel, a three-weeks old baby being brought home from the hospital at New Westminster.

The sternwheeler had dropped them at Miller's Landing and the rest of the journey home had to be made by canoe via the Fraser, Sumas River and Sumas Lake route. Maud and Nora were later additions to the family.

They were good days, though there was the annual high water when the river spread out over the valley until at times a canoe could be paddled in through the windows of their home. The flood was followed by the mosquitoes in such dense masses that sometimes they completely hid the white paint on the house, and were kept outside only by a constant burning of smudges at the back and front doors. The ladies wore net veils over their wide straw hats. There were no dykes. In 1889 Fraser

York and family moved to where the Whatcom Road crossed the line where he kept an inn. He was later a Customs Officer there and moved to Huntingdon when the Customs Office was established there.

On June 10, 1915, two interesting historical relics left this area to be housed in the Vancouver Archives. One was the gun barrel of Indian Louie, victim of Canada's one and only lynching, and which Mr. York had unearthed while clearing land. The other was the mortar used by Dr. Fifer, killed at Fort Yale in one of the most notorious murders of the gold rush days. Both were presented to Major J. S. Matthews, Vancouver City Archivist, by Mrs. Fraser York.

The lynching of Indian Louie took place on the Fraser York place on the border. Indian Louie, son of the notorious Me-Sah-Chee, (Bad) Sam, murdered an elderly storekeeper named Bell across the line at Nooksack on February 15, 1884. Louie hurried back to the rancherie on the Canadian side at what is now Kilgard, carrying with him the rifle he had used in the crime. Bell's place had been set on fire to hide the crime but the neighbours had put out the fire before it had more than started. All this was doubly unfortunate since for the most part the Indians were friendly and got along well with the settlers.

At that time there was no customs office on the border line, but the residents, both North and South, passed over at their sweet will, forming part of one community although some looked to the U.S.A. and some to Canada for leadership. One of the Nooksack settlers, by name Breckenridge was deputed to go to Upper Sumas to appeal to the B.C. authorities to have the Indian arrested. The deputy interviewed Mr. Wm. Campbell, a Justice of the Peace living at Upper Sumas. Campbell rode on his mule to Kilgard, arrested the Indian and took him to the house of Sgt. York, where he was put in charge of two young Welshmen employed by York and who were sworn in as special constables. The next day Campbell held court and several men from across the line gave evidence. Several articles — a new shirt, suspenders and socks — all alleged to have



Orion Boyman's Creamery, built in 1890.

come from the Nooksack store, were found at Louie Sam's house. After hearing the evidence Magistrate York said he could not turn the Indian over to the Americans but would send him to jail in New Westminster. The prisoner was to remain that night at Sgt. York's in custody of the deputies and the next day they, Mr. Campbell and Mr. Breckenridge, were to take him to New Westminster.

That evening the prisoner under guard, was lying handcuffed upon a sofa in the living room. York, Breckenridge and the others were sitting by the fire when about 9 p.m. the house was surrounded by men with blackened faces and otherwise disguised. Upon opening the door the intruders pressed in, shut the special constables in another room, and ordered York to one side. They had brought with them a new rope which they put around the Indian's wrists and through the hand-cuffs, then led him out into the night. They put him on a horse and followed the Whatecom Trail South until they came to a cedar tree lodged across the road just North of the boundary. The vigilantes thought they had crossed the border to the U.S. side. There was just sufficient room to pass under the cedar. They passed the rope around the Indian's neck, with the other end over the tree. The horse walked on, leaving the Indian hanging there.

In the morning Campbell found the victim where the lynchers had left him. He cut the rope and sent word to the family who came and got the body. The Indians were very angry and said they were going to cross the border, seize the first white man they met, and hang him to the same tree. Friendly natives brought word to the Indian agent at New Westminster and the angry ones were quieted by promises that justice would be done. The American Government offered the B.C. authorities the police power to bring the offenders to justice, but who were the offenders? There was no means of identifying them and no one to come forward to point the finger at anyone, and the matter died a natural death.

* * *

As one travels today's Trans-Canada Highway, through the Upper Sumas Valley, little does one think that until 1920 a beautiful lake nestled at the Eastern end. West of the lake was a level stretch of lush pasture land dotted by ridges on which grew great Cottonwood trees, and farther West, fir and cedar with alder, willow and hardtack on the lowlands. Each Spring the prairie was flooded when the Fraser backed up into the lake and water spread over the prairie, leaving only the ridges standing above it.

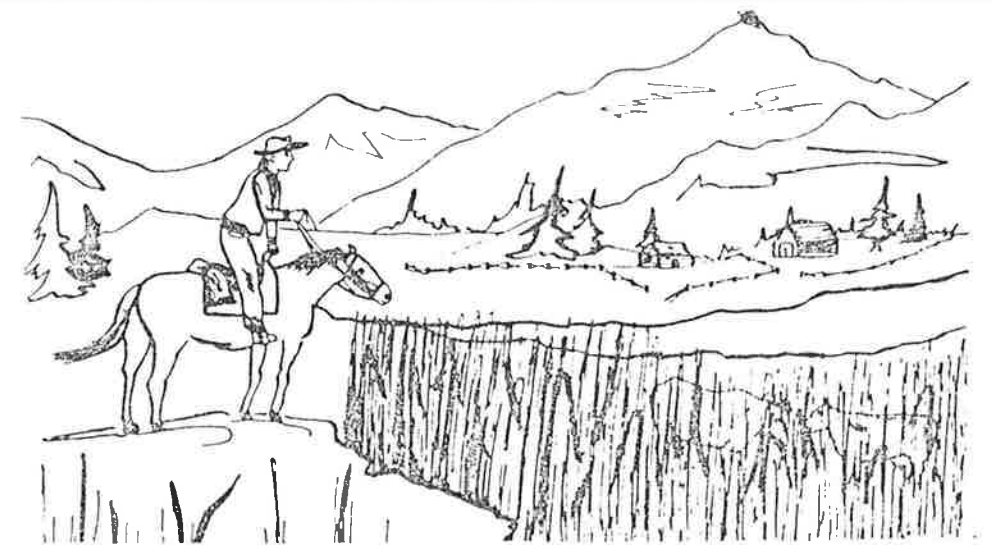
Around the margin of the lake there were some 10,000 acres flooded each year, another 5,000 flooded at intervals of one in every three

years, and still another 5,000 only when the Fraser freshet was unusually high which occurred about every ten years, as in 1894, when the flood water reached into Huntingdon. In Winter the marginal lands were covered with water where great flocks of geese and ducks fed. Deer and bear were plentiful in the hills surrounding the valley.

The story is told of one young man who killed a deer and was dressing it when he heard a noise behind him. Turning round he saw a bear coming out of a big stump, evidently attracted by the smell of the blood. He shot it only to find he had used his last shell and, alarmed by the violent scratching going on within the stump, decided there were bear reinforcements so he headed for home and more shells. He returned to find that the scratchings had been caused by the one dying bear.

As soon as the flood water receded the grass grew in great abundance, the long blue joint grass, tall as the ponies that grazed on it. In search of their milk cows the riders would often have to stand on their ponies' backs in order to locate the animals. The fame of its pastures became known far and wide, and they were used as a haven of rest by the miners and packers to and from the gold fields of the Cariboo. Pack horses were turned out here during the summer to grow fat on the grasses of this wonderful prairie. Hay was made from this wild grass and stacked on the ridges for use during the Winter or high water.

When the Spring freshets occurred and the water came over the prairie the cattle and horses retreated into the brush where feed was ample. As the water receded the grass sprang up at once. What a different place Sumas was then! There were no fences and stock roamed at will as far as the lake. The only drawback was the swarms of mosquitoes, so thick they almost darkened the sun. People slept under mosquito nets but the unfortunate horses and cattle would run most of



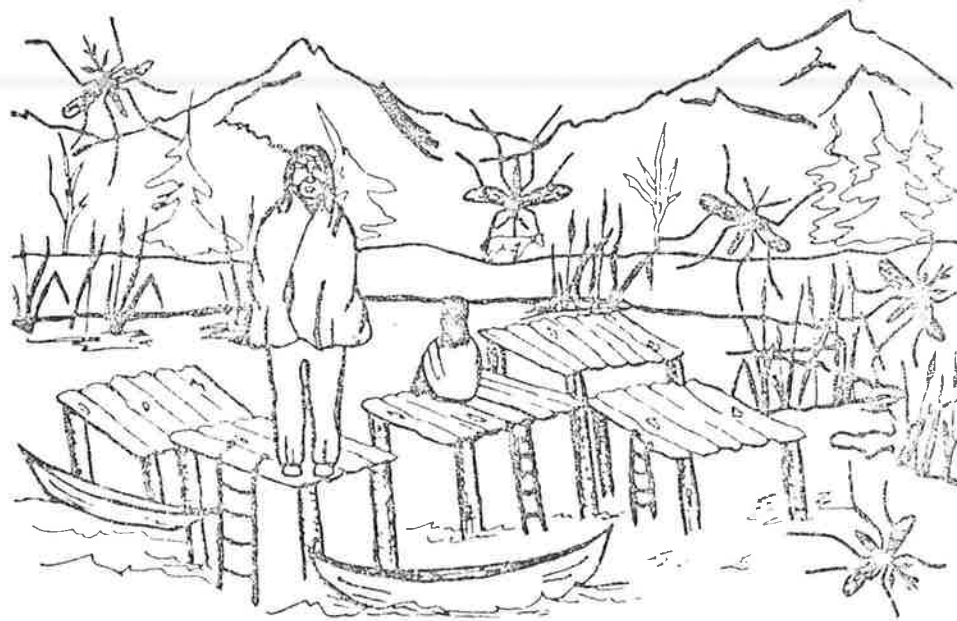
the night.

John Keast Lord in his book, the Naturalist in British Columbia, says, "In June when the water subsides the growth of the various grasses and sedges is rapid beyond anything I have witnessed anywhere. In two months the grass attains a height of four to seven feet. As the water disappears swarms of insects accumulate as if by magic. Birds of various species arrive to devour them."

John Keast Lord also tells us "During the mosquito plague the Indians build platforms on stilts in Sumas Lake. These stages, each with a family of Indians living on it, have a most picturesque appearance. The little fleet of canoes was moored to the poles and the platform reached by a ladder made of twisted cedar bark. The mosquitoes did not go out over the water."

Long before the gold rush brought an influx of settlers to the district the Salish Indians had settled on the mountain slope where Kilgard now stands, and others lived South of the Vye Road and West of Whatcom Road. Some give the origin of the name Sumas to Salish but the correct derivation is from the Indian word Se-math, meaning a big opening. In the earliest maps of the district it is indited "Smess."

The miners from California came by boat to Whatcom and followed the Whatcom Trail, part of which is still known as the Whatcom Road, through Nooksack and Sumas to Chilliwack, Hope and Princeton and so on to the gold fields. This did not please the British authorities who tried to have the miners cleared through Victoria, to go by boat up



the Fraser River to Hope.

Thomas York had been sent out from England, via Cape Horn, to open up the coal mines at Nanaimo. From there he was sent to Whatcom to open mines there and received a grant of land from the U.S. government. This part of Bellingham still bears the name of the "York Addition." In 1858 he and his family moved to Port Yale where he had an inn and owned an interest in a river boat. In 1865 the family moved to Sumas where they homesteaded along the Yale Road and the Whatcom Trail. Mr. York opened up a store at the spot where Henry Jensen now lives. When the Yorks settled on Sumas Prairie there was only one other settler there, a man by the name of Pearson. At the mountainside Mr. Kelly had a homestead where Kilgard now stands and where his son Harry still lives. Harry Kelly was born there in 1873 and went to school in Mission.

Phoebe York married William Campbell, a native of Northern Ireland, and they took up residence on the McGregor Ridge near Upper Sumas. Thomas Higgs, a son-in-law of Dan McGregor, still lives there. In this home the Campbell children were born. The lumber for the York and Campbell buildings was brought from near Harrison, floated across Sumas Lake and up the Sumas River. All houses had to be built on ridges to escape the high water which lasted about six weeks. These early settlers planted fruit trees of every species, some of which are still bearing. Some of these trees came from Clearbrook, U.S.A. Lombardi poplars and oaks Mr. York obtained from England.

John Musselwhite was one of the Royal Engineers sent out from England to build the Cariboo and Yale Roads. He received a grant of land where the Whatcom Trail met the Yale Road at the foot of Musselwhite hill. A site for a cemetery was granted on the hill above Musselwhite and was cleared by community effort. The property was donated by Mr. J. Means who later moved to Abbotsford and had the first meat market there. Mrs. Means was Mary McCrimmon. Mrs. Johnson, daughter of J. Musselwhite was the first pioneer to be buried in Musselwhite Cemetery. She died in 1892.

John Musselwhite was the first customs officer of the district and also was possessed of a fine tenor voice. He was much in demand to take part in concerts put on by church and school groups even though many of his songs were not supposed to be exactly suitable for such occasions. After singing the songs selected by the committee, due to popular demand he would sing some of his other duties much to the delight of the audience but to the chagrin of the straight laced committee members.

The first school situated on the North end of the ridge East of the Wells Ridge commonly called the Second Wells Ridge, was opened in

1875 with Miss Josephine McDonald of Chilliwack as teacher. Families were York, Campbell, English, Dunn, Musselwhite and Tom Shannon, the last named later moving to Cloverdale, where he was known as the "Father of Cloverdale."

Harry and Will Barker and Owen Marion lived on the South side of the valley where the Yale Road met the mountain. Miss McDonald taught at Upper Sumas for two years and went back to Chilliwack in 1877. The school was closed and re-opened in 1884 with Miss Anna Dallas as teacher, followed by Miss Norris and later by Miss Bertha Grant, who became Mrs. Will Fadden.

In 1883 E. B. Ackerman and two sons, Oliver and Asa, came from Kansas to Seattle, then took an option on a timber limit on the Nooksack River and moved to a site near where Lynden now stands. Here he learned that Thomas York had oxen, suitable for logging purposes, for sale. When the three Ackermans arrived in Sumas Prairie they said it was a real "Garden of Eden." Fruit trees on the York place were in full bloom and the prairie grass was lush and green. The surrounding hills enclosed the most beautiful valley they had ever seen, so they threw up the timber option and took up homesteads where they could live and prosper. Oliver (O.B.) bought 320 acres which had belonged to a settler who had been killed by the Indians a couple of years before. This location is known as the Everett place. The house still stands. Oliver's property was partly on high ground but his father's and brother's holdings were subject to almost yearly flooding. O. B. Ackerman and his father moved to New Westminster in 1890 where he and his brother operated a saw and planing mill. O. B. also followed the profession of architect and built many houses, schools and churches in B.C., among them the Coqualeetza Indian School (now a hospital) at Sardis. E. B. Ackerman's daughter and her husband, Mr. and Mrs. Alonzo Boley, Mrs. O. B. Ackerman's sister and her husband, Mr. and Mrs. Antoine Roscoe, also homesteaded in 1883. Mrs. O. B. Ackerman (Annie) and Mrs. Roscoe (Nell) were Fadden sisters. The Roscoes built a log house on the property now owned by Johnny Bryde and later built and moved into the house still located there. Mr. Roscoe was a carpenter and built many houses on the prairie.

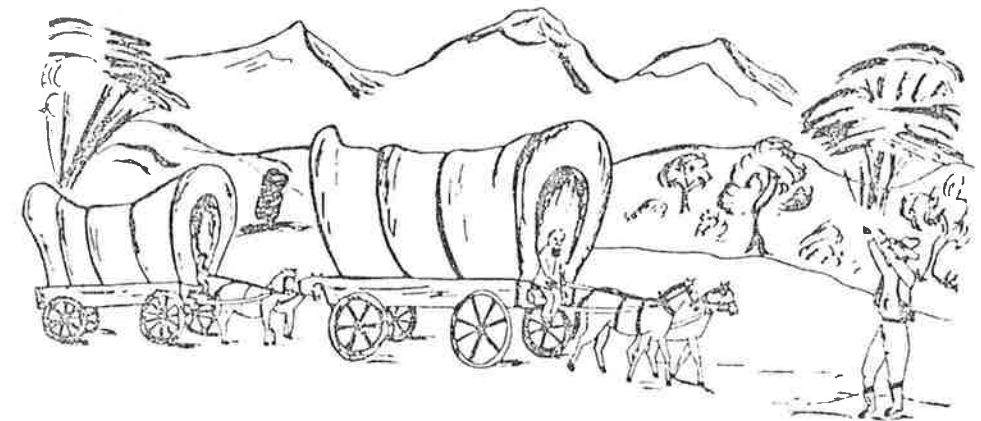
Some time after they were located in the log house several Indian women came to welcome Mrs. Roscoe and sat on the ground in front of the house, waiting for her to come out. If she had realized she could have given them some small gift to show her appreciation, but instead, she was so frightened she locked herself in, too scared to even look out. Late in the afternoon the Indian women gave up and went home.

The Boleys had come West from Ohio in a prairie schooner and stayed for a few months near what is now Lynden; then took up their homestead partly on Sumas Mountainside. Mr. Boley served several terms on the council and many years as a school trustee. He also had

the contract for carrying mail to Upper Sumas after the C.P.R. arrived, first from Huntingdon, then from Abbotsford. The children carried it on horseback three times a week. Mr. Boley gave up the contract in 1904 and his daughter, Pauline, took it for three years for which she received \$32 a month. A granddaughter, Mrs. J. McConnell lives on a part of the old homestead. Mrs. Roscoe acted as nurse and midwife in Sumas ushering many of the second generation of pioneers into the world, often with no doctor at hand. The nearest physician was Dr. Port in Sumas, Washington, followed by Dr. Clark at the same location.

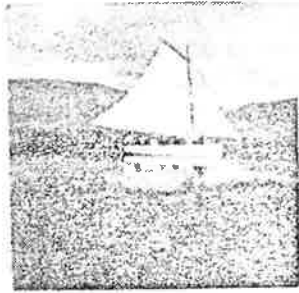
On June 22, 1884 Mr. and Mrs. William Russell and family came by two covered wagons from Oregon, where they had spent two years. Originally the Russells had come from Ontario to Kansas. When the hot winds blew and killed his corn crop it was just too much so they left for Oregon and then headed back to Canada. They followed the Whatecom Road across the line for some miles, their covered wagon having barely room to pass under the tree where the Indian had been lynched. At the edge of the prairie they were met by a man waving his arms and telling them that all the land belonged to him. He told them of a place next to the boundary that could be homesteaded so they retraced their steps to that spot and pre-empted 160 acres. Their first house burned down and they built the present house. The Porter brothers, great grandsons of the Russells are still farming the old homestead. William Porter arrived from Kentucky in 1887 and pre-empted a farm, on the South side of what is now Vye Road, and in 1891 he married Miss Kate Russell. In 1896 they bought the Russell farm and named it Cedar Lane. Mr. Porter served on the council and for 20 years on the Sumas School Board.

Amos Bowman, a surveyor, after completing surveys in California, was hired by the Canadian Government to survey in the B.C. interior. During his trips he passed through Sumas and was so taken by the beauty of the place and the wonderful pastures, that in 1835 he took up a



homestead, the place now owned by J. Vonesch and by A. C. Greeno, the latter a son-in-law. They lived at the "Ridge" as the place was called and Mrs. Bowman helped in the community in many ways. While away on a visit to Anacortes their buildings and hay stacks were destroyed by a fire purposely set. This was proven but not to the extent of sufficient evidence to convict.

Abram Bowman, brother of Amos, and his family took up pre-emptions at Upper Sumas just East and North of Arnold, on the banks of Muddy Slough. A house was built over the four corners of their pre-emptions so they could all be proved on at once, their mother also living there and proving up on her land. Both Amos' and Abram's first houses were made of logs with earth floors. Later Abram Bowman, better known as Doc, established his farm on Vye Road. His son Orion built a sail boat and during high water many were the trips taken and picnics held at the lake ridge, a beautiful sandy beach where the slope was so gradual it was a very safe place for children to splash around and learn to swim. A daughter, Ida, was the first school teacher at Peardonville and another daughter, May, taught several years at the Upper Sumas School and a Huntingdon.



Bowman's Sailboat

In July, 1885, Will and Melvin Fadden arrived by steamer at Wade's Landing and walked over Wade's Trail, a distance of 7 miles. They made their way to their sisters' homes, Mr. and Mrs. A. Roscoe and Mr. and Mrs. O. B. Ackerman, for a visit, but they remained to take up farms, build homes, marry and raise families which are still living on the original farms, Phil Fadden, Will's grandson on the old homestead and Shirley MacNeil Melvin's granddaughter on his homestead. Shirley is also a granddaughter of Abram Bowman and owns the old homestead on Vye Road. Jasper Fadden, another brother, also homesteaded on a place adjoining the Russell farm, after his first house on the prairie floated away in the 1891 flood, as did Will Fadden's 30 hives of bees. Eugene Fadden also had a pre-emption on the prairie and later moved to Sumas Washington. At one time there were 7 Faddens and 4 Ackermans on Sumas. Mrs. Boley



Picnic Party at Sumas Lake Ridge

was an Ackerman and Mrs. O. B. Ackerman was a Fadden.

In 1887 William Archibald Fraser and his brother John arrived from Quebec by C.P.R. to New Westminster, then by boat to Wade's Landing. Also came Dan McMillan, his mother, Mrs. Flora McMillan, and her brother and sister, Don and Catherine McQuaig. These were all Highland Scots and spoke Gaelic. Flora McMillan could not speak English. They took up homesteads where the McMillan School is now located, and William Fraser occupied the place adjoining. Miss Eleanor Blatchford a granddaughter of William Fraser, still lives on part of it. The Blatchford addition occupies another part. Anna Fraser, later Mrs. William Blatchford, came in 1889, as did Rory McCrimmon and his sisters Christie and Kate. Kate married Dan McKenzie, after whom the road was named. Archie Stewart lives on the old homestead. In 1892 Mrs. McIntyre, sister of Dan McGregor, came from Ontario to join her husband who died in a blizzard three months later. In 1897 she married John Fraser.

William Fraser was the best man anywhere in the district with a broad axe, and built many log houses and barns. Dan Fraser worked on the bridges for the C.P.R. across the prairie and, after working on the Mission Bridge, took up a homesite above Abbotsford in 1891. He then went back to Quebec to marry Miss Hannah Kelly and bring his bride back to his homestead. He built a livery barn in 1907 where the Home Oil station now stands. Mrs. Fraser lived on the homestead until shortly before her death in 1956. She was a great church worker and entertained at a St. Patrick's Day party every year in her home.

In 1898 Mr. and Mrs. George Bellerose Sr. and family homesteaded on the mountainside south of Sumas Lake. Sons Vincent and George still live on the old place. A year or so later the Carpenters took up a place adjoining the Bellerose property.

Mr. and Mrs. Chudley settled on the English property where Chris Beck now lives, in 1900. A grandson, Ed McKee, lives on a part of the original property.

Another family, Mr. and Mrs. Silas DeLair, who left Ontario for Kansas, finally settled again in Canada by arriving in Sumas in 1900 and homesteaded the land where son Tom still lives. Although the neighbouring children went to Abbotsford to school the three DeLair children were induced to go to Huntingdon, so that there would be enough children to reopen the school under Miss Mamie McConnell. Tom DeLair was and is much in demand as a square dance caller and master of ceremonies.

In 1894 Mr. Harris, with three sons, arrived from New Zealand. He and son Walter homesteaded across from Kilgard School. Harris Senior sold his pre-emption to Mr. Miller of Miller's Landing and, after

living several years at Kilgard, returned to New Zealand. Walter Harris, a son, and two daughters still live in Sumas. Also in 1894 J. L. Atkinson, son-in-law of Miller, bought the Frank Arnold property and lived there until his death. He was Reeve of Sumas for several years.

Transportation in those days was by canoes, boats and steamers on the rivers, and by horseback on the rough prairie trails. A few double wagons soon appeared, then a buckboard, and later the crowning glory of a rubber-tired buggy with a top. Mr. Fraser York drove a stage between South New Westminster and Sumas. His stage was a democrat powered by a team of horses named Frank and Blaze. A steam ferry, the K de K, crossed the Fraser at New Westminster and docked near the present location of the South end of the Patullo Bridge.

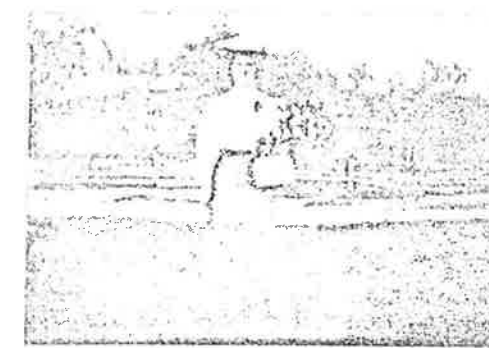
Gospel services were held in the schoolhouse and conducted by the Rev. M. Patterson who journeyed up from Langley Prairie once a month. The first church social was held there at Thanksgiving time 1886, Rev. and Mrs. Patterson getting up a splendid program. A Thanksgiving feast was held in the afternoon because night travelling in those days was not popular. Dances and parties lasted the night through so that people could travel by daylight next morning. People came for miles, some on horseback others in wagons or buggies. Two wheel carts were quite prominent. The ladies rode side-saddle the saddle often being a pilliw or a blanket fastened on the horse with a surcingle. Old Mr. Hinchy always used a pillow filled with wild duck feathers. Friends would sometimes stay for a day or two. If there were not enough beds to go round temporary ones would be made on the floor.

Mrs. Will Fadden was a splendid organizer and was responsible for founding the W.C.T.U. in the district, as well as promoting numerous entertainments. She was also much in demand for her humorous readings. Plays, using local talent, were put on, Miss Nora York usually being the star, also warm debates on such subjects as married vs. single bliss divided the audience into two warring camps. Singing classes started in 1885 with Mr. Franklin the first teacher. An entry in Will Fadden's diary dated January 12, 1895, says "attended singing practice at Bowman's (Abram)."

There were always 24th of May picnics. In 1897 a huge "Jubilee" picnic was held at Sandy Plain, where Clearbrook now stands. 12th of July picnics were also held there, the chief event being the tug-of-war. The Town family, on the mountainside on the other side of the lake, would start out in a wagon in the early morning father and two sons playing fife and drums all the way.

Everybody attended the July 4th celebration at Sumas Washington, a really big day with ferris wheels, merry-go-rounds, horse and harness races. The May 24th event also included horse races. The

Campbells always had several blooded running horses and Mr. Record had a pair of snappy trotters. There were usually ladies' horse races as well, Minnie Fooks generally winning on Jocko.



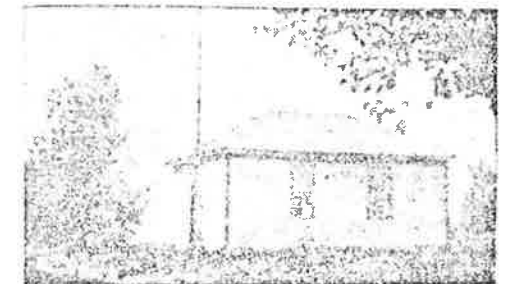
MISS MAY BOWMAN, teacher at Upper Sumas from 1905 to 1908. Creamery, Municipal Hall and School in Background

On May 24th, 1902, the year King Edward VII was crowned, a huge picnic was held just East of the Upper Sumas School. The water was high enough that a paddle steamer brought over the Chilliwack band and tied up in a slough filled with flood water, and near the picnic grounds.

Around 1900 Sumas had a fine baseball team playing Chilliwack, Agassiz, Sumas, Washington, Everson, Deming and even Bellingham. U.S.A. games generally took place in Sumas, Washington. The players usually rode horseback to the games. In 1905 Rev. Hibbert, a student minister, organized basketball teams for both men and girls. The men's team played Lynden, Everson, Sumas, Washington, and Bellingham, and were the champions. The girls played Sumas, Washington.

As more settlers came in the old York school house proved inadequate. It was too far for pupils and teacher to travel. Most had to walk but some had ponies, and it was a common sight to see Lennie Roscoe skimming over the prairie on her little buckskin pony "Clyde." often facing the opposite way from which her mount was travelling both enjoying themselves. It was decided to build a new school on a site donated by Thomas York Senior, one acre at the corner of the present Nelles and Fadden Roads. The old school was sold to Mr. Hinchy who moved it to another ridge, to be used as his home.

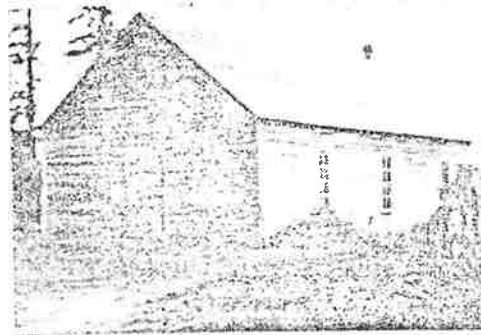
The government furnished the money for the new school and Antoine Roscoe built it in 1888. Wm. Blair was its first teacher and last to teach in the old school. Teachers of the old and new York school included Josephine McDonald, 1875-6; J. Irwin, 1882-4; Miss A. C. Dallas, 1884-5; Miss M. J. Norris, 1885-6; Miss Bertha Fadden, 1886; Mary Truswell, 1894-8; the school became known as Upper Sumas in 1896-7; Miss E. J. Blair, 1898-1900; Miss E. Parkinson, 1900; was closed in 1910-1911 and re-opened in



Upper Sumas School which closed in 1910

1915-6 at the present site.

A program was held in the new school in October 1888, followed by an oyster supper at Franklins. The settlers cleared the lot and hauled lumber for the building. The lumber had to be brought, mostly with oxen, from a mill near Nooksack, Will and Mel Fadden doing most of the hauling. One day the heat was so intense, 94 degrees in the shade, that Will's oxen played out and they had to be unyoked about 4 miles from home to find their way as best they could. The next day Will went back for the load with horses.



First Sumas Community Hall

Mr. Thomas York also donated an acre of land for a hall site, diagonally across from the school. Melvin Fadden collected money for the building from the settlers. This was turned over to Mr. Russell Sr. Lumber was hauled mostly from the mill at Nooksack, owned by Mr. Gillis who donated part of the lumber. The hall was built by community effort with A. Roscoe as supervisor. One very hot day, when hauling lumber for the hall with old man York's (as he was called) yoke of oxen, Moody and Sankey, the animals became very thirsty, and when they neared the river, and smelled the water, they took off through the woods in a bee line for a drink, spilling lumber as they went. When Sumas became a municipality the hall was handed over to the council in trust for the community, but through an oversight in not securing the deed to the land, as at first promised, half an acre was all they received. It was deeded in January, 1897, by Corbould and McCall, who had bought the York property, and the first celebration was held on May 24th.

The hall was used during the great flood of 1894. The Fraser York family and the Chapmans moved in for the duration. The water came up all around the hall and along the road between the hall and the school. The flood did a great deal of damage to roads and bridges. Cattle were marooned on ridges, with no food for most. The sternwheeler Gladys came up the river as far as Starr's bridge, with food for both people and stock. Horses swam from one ridge to the other or to the mountainside.

The old Sumas Community Hall was not much to look at, but beauty is only skin-deep, they say, and there is many an old-timer who will swear that those walls enclosed a heart of gold. What a wealth of scenes they have witnessed, political rallies, dyking meetings, community suppers, dances, school programs, and a huge victory celebration at the close of the First World War.

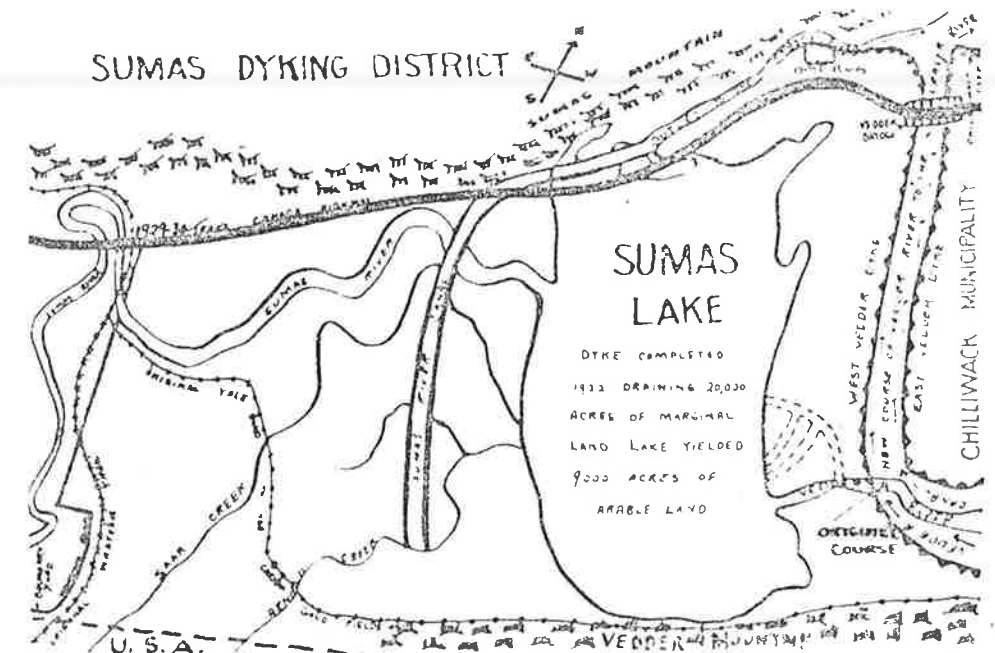
Music for the dances in the early days was furnished by fiddlers three, Fraser York, Gill Cox and Mel Fadden, accompanied by someone to chord on the organ. Fraser York was especially in demand and parties from Sumas would pick him up and take him to Aldergrove to play for a dance. No matter the distance the ladies all wore fine dresses and the men, suits. No smoking was the order in the hall and at that time the ladies did not smoke at all — at least in public. Later on the Rucker boys were in demand as musicians.



Will Fadden and "Old Jim York"

Some of the lumber used in building the Whatcom Road Hall was taken from the old building when it was dismantled and for that reason even the newer building had its historical aspects. Unfortunately this building was later burned.

There was no Abbotsford and no post office. Mail had to be brought from Mt. Lehman. The Frasers, McCrimmons, Thompsons and Curries had to come from what is now Abbotsford district to get their mail. An Indian (Old Jim York), so called for his life-



time because he worked for Thomas York, brought the mail from Miller's Landing but would bring only the York and Campbell mail. He brought supplies from Miller's Landing in a dugout canoe twice a month. He paddled down the Sumas River, across a corner of Sumas Lake, down the Sumas River again to the Fraser and up that river about two miles to Miller's Landing, named after Mr. Miller, who had a fine stone house built to overlook the river. There he kept a store. Later the Millers moved to Kilgard and a son-in-law and daughter, Mr. and Mrs. J. L. Atkinson, moved to the mountainside East of Kilgard, having bought the Frank Arnold place. In 1889 the Lamsons moved to Sumas, Washington, and in 1892 crossed the line to rent the Bowman place. Later both Art and Luther took up property nearby.

Wm. Campbell had the first post office. Harry Barker carried the mail from Miller's Landing and in April 1889 the post office for Upper Sumas was established at Will Fadden's, Mrs. Fadden being post-mistress. Since there was still no Abbotsford, mail was brought by horseback from Mt. Lehman. A few years later the post office was moved to Mrs. Mel Fadden's.

About 1894 a telephone line was laid from New Westminster to Chilliwack with stations at Langley, Aldergrove, Abbotsford (Shortreed's), Sumas (Mel Fadden's) and Chilliwack under Mr. McCutcheon. It was a great day when a telegram came to Sumas for sometimes that meant a horseback ride for the Fadden girls, sometimes as far as J. L. Atkinson's East of Kilgard.

Sumas became a municipality in 1892 and the first council met in January of that year: Reeve, Asa Ackerman, who lived on the Everett place; Councillors, Jasper Fadden, Frank Arnold, Thomas York and J. Musselwhite. The clerk was the schoolteacher, Wm. Blair. In March they had a dyking bill before the house, known as the Sumas Reclamation Act. Also in that year the district was divided into four wards. Asa Ackerman remained as Reeve until 1895 inclusive.

In 1890 Fred Fooks and family took up a homestead, partly on the mountain and just East of the Boleys. The two children went to school at Musselwhite and Kilgard. Mr. Fooks was councillor in 1893 and reeve in 1897. He served several terms, as did J. L. Atkinson.

Sumas Prairie has known violence besides the lynching episode. A cattle dealer living in Sumas, Washington, Melville by name, had had some sharp dealings with both Indians and whites. He was found stabbed to death on the prairie, presumably by the Indians. The Indians had been a bit cocky but after the lynching they were much more wary. In November 1893 a man named Marshall was shot to death in his lonely cabin deep in the woods, South of what is now C Street and not far from DeLair. Al Strobel was arrested and convicted on circumstantial evi-

dence only and there was considerable doubt among the neighbors as to his guilt. However in a letter to his girl friend he confessed the killing. He had been planning to get married but had no money. It was believed Marshall had money hidden in his house but after shooting Marshall Strobel ran out without getting it. He was hanged for the crime.

The high water of 1894 was the highest on record. The Will Faddens moved to Asa Ackerman's on DeLair Road. The water came up on the porch and Rita and Angus used wooden tubs as boats, which insisted on upsetting. Winford was always breaking loose down the stairs and falling into the water, until he had no dry clothes left and had to be put to bed. A picnic party on the way to Wells Ridge was in an overcrowded boat which swamped, and passengers were rescued just in time, Mrs. Abram Bowman having a particularly close call. The members of the picnic already at the grounds heard the shouts but did not realize they were calls for help until almost too late.

The first Mrs. Thos. York died and several years later Mr. York married again. It was the custom then, and for several years later, to charivari newly wedded couples, which the members of the community proceeded to do. The idea was to make as much noise as possible with tin cans and other implements. Some of the fellows shot off guns to add to the noise and confusion. They would sneak up quietly and surround the house, then at a given signal "All Hell" would break loose. This noise would continue until the couple would come to the door when all would troop in for a party. The ladies would bring refreshments and usually the affair would end up in a dance. This night two young men crept up behind a wagon — it was haying time — and at the signal fired their shot guns into the air. At that two young English hay hands, just out from the Old Country, who were asleep in the wagon box, shouted "Indians," dove over the side and ran for the woods. They did not show up again until next morning, sure that everyone had been massacred. Mr. York presented his self-invited guests with \$10 to defray the cost of an oyster supper, to be held in the hall in the near future.

Those were the days of barter when a watch would buy you a horse or, in some circumstances, a homestead, when the original owner got an itchy foot or became tired of high water and mosquitoes. Farmers had to grow most of their food; butter was packed in barrels or crocks and taken to New Westminster twice a year to be traded for provisions, mostly sugar, flour, and kerosene. Eggs were also traded when possible as were muskrat tails, which had a bounty value. It was hard going for the pioneers during the hungry nineties, some families having a rather steady diet of cottage cheese.

Mr. and Mrs. Amos Bowman were considered rather well off. Mr. Bowman had a monthly salary, most of which he turned over to his wife, who had a trip outside once or twice a year, and also entertained

friends from outside on her farm. She was a good neighbour and would help out at entertainments. Mrs. Will Fadden was very public spirited. She had considerable to do with starting the Sumas Institute in 1913 and was a member of the Lower Mainland Advisory Board for many years.

After the C.P.R. came to Huntingdon most farmers separated their milk and hauled cream to Huntingdon or Abbotsford, to be shipped to Vancouver. In 1895 there began to be talk of having a creamery on the prairie and Orion Bowman built the first one in 1898 at the home on Vye Road, and the second in 1902, on Yale Road, now Nelles Road beside the Upper Sumas School. This property is now owned by Bears Stewart. The site of the creamery is where Mr. Stewart's machine shed now stands. It is said that Orion hauled 20 tons of butter to Barkerville, to sell at \$1 per pound, and also shipped, through Vancouver, large quantities to China. He rigged up his own steam engine and boiler and in the winter cut ice from his shallow pond and stored it in sawdust for summer refrigeration.

This creamery operated until the farmers shipped their raw milk to Vancouver, first by the B.C.E.R., then by truck, and later by tank truck. Farmers hauled the milk in cans to the various stations and then remained to talk over farm affairs or to make deals. After giving up the creamery Orion started a sawmill, building up to the mill of Orion Bowman and Sons near Sardis.

Mr. Spencer experimented with growing peanuts on Sumas Prairie after it had been dyked but the cost of curing was prohibitive, and although the peanuts grew well the project had to be abandoned.

The B.C.E.R. built its track from New Westminster to Chilliwack in 1910, and for many years ran a milk train to Vancouver in the morning. This was a great boom to the farmers both for transportation and for getting produce to market. When trucks began hauling milk the milk train was gradually abolished. It made its last run February 19, 1939. Even the right-of-way had an additional value as a grazing ground during high water. As residents began to own automobiles, and as buses appeared on the highways, passenger coaches on the B.C.E.R. were gradually done away with. The last passenger run was September 30, 1950. School children had ridden back and forth on the trams until the School Board began operating its own buses. Finally the trolley-lines were taken down and freight hauled over the old right-of-way by diesel engine which began hauling October 27, 1949.

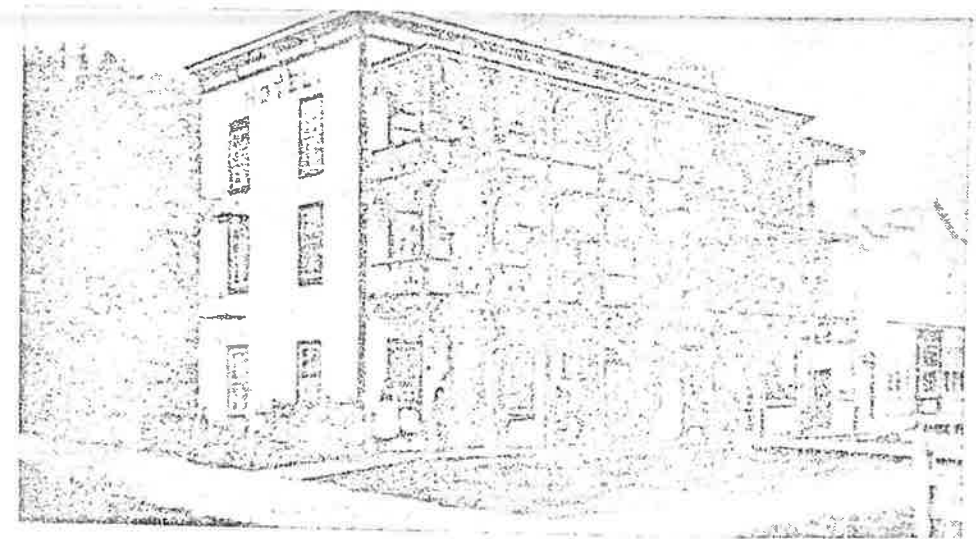
Almost from the time of the first settlers there was talk of dyking Sumas Prairie. Wendell Bowman, son of Amos, was a commissioner for a number of years. Later Angus Campbell and W. G. Fraser were members of the Sumas Dyking Commission. Oliver Blatchford was Secretary of the Dyking Board and Angus Campbell became President.

Several engineers were engaged to survey the possibilities and finally, after the First World War, dyking by the Provincial Government actually got underway. Hon. E. D. Barrow, Minister of Agriculture at that time, deserves a great deal of credit for the dyking of both Upper and Lower Sumas. In 1919 the Government voted a million dollars to finance the project. The Lake itself covered 9,000 acres. The last water to flood Sumas Prairie was in 1921 and after that date settlers flocked in. Part of the lake bottom grew hops and tobacco and Buckerfields have huge holdings where grass is grown for their two large vita-grass factories. However Sumas Prairie is for the most part devoted to dairying, although many farmers grow canning peas and corn as a side line, the peavine and cornstalks being used for silage. Filbert nuts, raspberries, strawberries, and rhubarb are also grown commercially.

From a population of 600 in 1919 Sumas developed into a community of 4515 when the last census was taken. The Trans-Canada Highway was built across the prairie and the old lake bottom in 1929, the oil pipeline in 1954, and the natural gas line in 1957.

Huntingdon

Though important for the freight tonnage that daily crosses the border at Huntingdon there was a time when that town was more correctly labelled a railroad center. The B.C.E.R. makes a semi-circular curve through the district as it leaves Abbotsford and heads for Chilliwack. The old rights-of-way show the paths of the Great Northern Railway, which ran East and West on the North side of the Valley, joining up



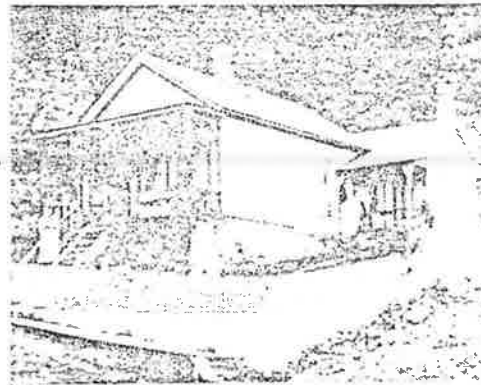
Huntingdon Hotel About 1907

with the Canadian Northern for trans-continental traffic. On this line Kilgard provided a very convenient shipping point. Traffic was sufficiently leisurely to permit the crew to pause the odd moment in order to shoot a few pheasants.

The G.N. also ran South from Abbotsford into Huntingdon, there joining the United States railroads. Parallel with it ran the C.P.R. South from Mission to Huntingdon, to connect with the Northern Pacific for Seattle. Another American railroad, the Chicago and Milwaukee, connected with the B.C.E.R. tracks, making through freight service to Vancouver.

As the townsite is located on the international border it is therefore a port of entry, with customs and immigration offices. But its proximity to the border and the larger American town of Sumas considerably prevented the growth of Huntingdon. In the earlier years it was considerably cheaper to live and do business on the American side, perhaps at Sharpe's store. However, at that time, Huntingdon possessed a church, hotel, government offices, post office, livery barn, two stores, some twenty odd residences, and three railway stations. In fact it was expected that Sumas-Huntingdon, railway-wise, would become a second Chicago.

The Huntingdon school teachers included T. Henderson, 1894-5; Miss Cora Tingley, 1895-7; J. A. Blair, 1897-1900; Miss M. J. McConnell, 1900.



Huntingdon Post Office Before 1909

The little church that used to be at Huntingdon was built during the pastorate of J. L. Campbell, who was inducted into the charge of Abbotsford in 1910, that church having been dedicated on February 23, 1908. He had been ordained in May 1886. The church at Huntingdon was inducted on August 3, 1913. At the forenoon service the preacher was Rev. R. J. MacAlpine of Cleveland, Ohio, and at the evening service Rev. Mr. Granday of the Methodist Church, Sumas, Washington, officiated. The following evening a social gathering was well attended by many parishioners and church dignitaries.

Mrs. John F. Tapp, wife of the C.P.R. section foreman, took a great interest in this church, St. Paul's of Huntingdon. She attended to the festive decorations, Christmas concerts, and Summer picnics, the

latter being held at Kidd, a B.C.E.R. station on Sumas Lake where there was a shallow spot. Mrs. Tapp also led the congregational singing, chose the hymns for Sunday, and had her daughter, Gwen, play the organ, her son, Hector, the violin, and another son, Edgar, often played the trumpet.

There is a legend in the hills that, when the surveyors came through the grounds of an Indian tribe to define the boundary line between Canada and the United States, they drew the line between two young trees that were growing close to each other. When the reason for the demarkation was explained to them the natives drew the trees together, and bound them, so that they grew up as one. In its simplicity that spirit has been maintained throughout the succeeding century. Compromise made the 49th parallel the dividing line from the Great Lakes to the Pacific. Instead of a great wall the usual farm fence is all that is needed to keep two great countries separate.

It is a little over 100 years since the two governments agreed on the position of the boundary, and about 50 years since it was decided to clearly define it over the hills and the valleys. Despite the width of the clearing the line has no width.

The surveyors noted that the boundary Eastward from Blaine was not crossed legally by any road until Sumas Prairie was reached, one mile East of Huntingdon. That road had been built by and for the '49ers who were hastening to get to the Fraser and Cariboo gold sands. Later on traffic across the border was slight, apart from the railroads, since most of the settlers on the Canadian side were Americans who went Southward to shop. The chief difficulty lay in bringing over a fresh joint of meat, as such meat was supposed to pass the inspection of the Dominion veterinary officer, and he came only when cattle were being imported. The easiest way was to go over and eat the steak, then bring back a little salt pork or bacon for breakfast.

Settlers came this way from Alberta and the North. Immigrants, who had been refused at Vancouver, hoped to find entry easier here. Many came hoping to get work in the logging camps. The American Sumas was a big logging center. Fine stands of cedar and fir timber were so thick that they had to haul away each shingle-bolt before cutting the next. Huntingdon itself had no big trees but was based in willow woods on marshy ground.

The C.P.R. grade was put in in 1889 and the lines connected in May 1891, with the ceremony of the golden spike. Chief speakers were Jim Hill for the Bellingham and B.C. Railway and Harry Abbott, superintendent of the Western division of the C.P.R. and whose name prompted that of Abbotsford, originally spelled with two t's. Mr. C. Kelleher, who helped build this track, readily recalls "Spike Night." Two hundred men who had been laying track, went over to Sumas where every saloon-keeper

rolled out a barrel, its head soon bashed in with a spike maul, and the beer dipped out with tin cups. Dance halls went all night, price, two bits a dance. Saloon and dance halls were built with rough lumber sides and canvas tops.

Mr. Kelleher says he thinks they began to lay the C.P.R. rails South from Mission in February 1890 and got as far as the Maclure place. The bridge was not quite finished. When the track layers got past Maple Grove Farm they ran into soft ground and had to pull, with the help of other locomotives, Teddy Oscar's engine out of the mud. That engineer was quite concerned when some wag put up a sign "Teddy's Landing." This part of the line required a great deal of work in order to lay a sound foundation. Today's machinery was not available and all work was a matter of manpower, eight men carrying one rail, with the help of tongs. Other crews handled the ties, plates and spiking. There were many trestles between Mission and Maple Grove in Abbotsford.

Ed. Morrissey, who had a saloon at Riverside, and who had been a timekeeper on the Matsqui dyke during the '82 high water repairs and extension, built a hotel in Huntingdon in '89. In this hotel Huntingdon was named by him. Among a group at the bar someone asked, "What'll we name this city?" Morrissey said, "How about Huntingdon?", referring to its English namesake. All agreed and so it was. Mr. Morrissey was Irish, had studied for the priesthood, and was a pleasant if serious man. He married Sarah Campbell. His hotel later burned down. There was a fairly liberal sprinkling of Irish in the location and the Board of School Trustees is said to have had a stormy debate as to whether to paint the new school fence orange or green.

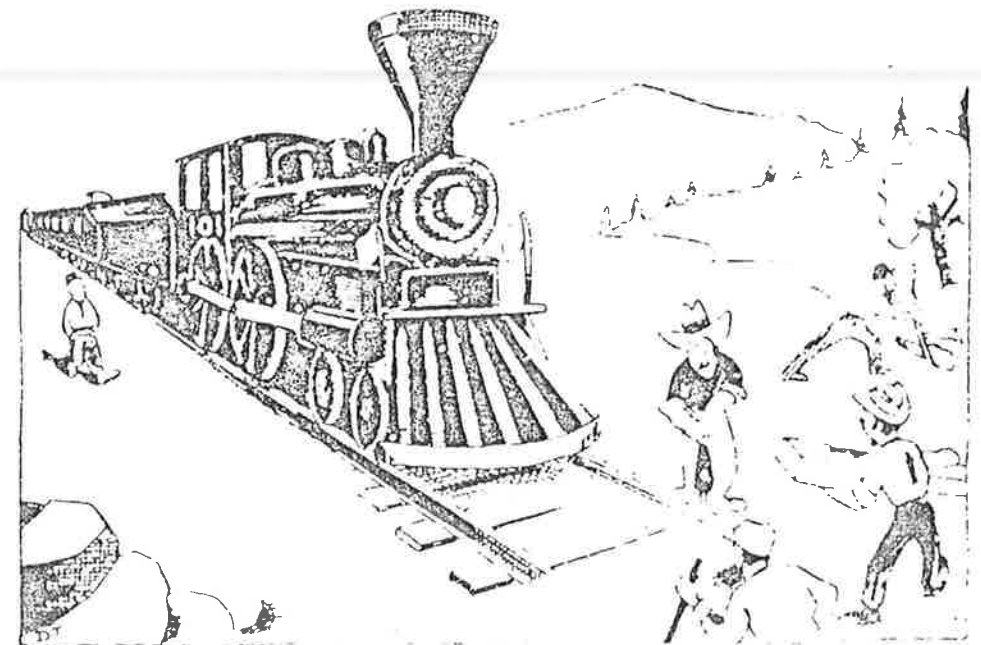
Mark Cox, son of a Hudson's Bay man from Silverdale, homesteaded here before the railway came. Mike Murphy, who had a brother named Jack, homesteaded on Sumas Mountain first, then moved to Huntingdon. He opened a hotel after Morrissey's burned. One of the early telegraph operators was Mr. Ogle. Duncan MacGillivray had the post office. His two sons were named John and Stewart. Other old timers were Mr. and Mrs. Woods, and Mr. Baldrick was the custom officer.

Matsqui

Sara Maclure arrived at Esquimalt in 1859, at the age of 3, having come from Ireland by way of Cape Horn, following her father, a surveyor with the Royal Engineers. The Maclures lived for a few years at New Westminster before taking the river steamer up the Fraser to become the first white settlers on Matsqui Prairie in 1868. As a little girl Sara was interested in the telegraph key in their dining room, the Western Union's important repeating station. Often, when her father

was out mending a break in the line, she stood ready to signal him by opening the key when the break was mended and his message came through. By the time she was 12 she was so proficient at sending and receiving the Morse Code that she was taken on as a paid operator. She saved to buy a piano, then bought a needed team of oxen instead, a team always known as Sara's piano. At 14 years Sara handled all the dispatches about the Franco-Prussian War. At 25 she was operator at Yale during C.P.R. construction days; then chief operator for B.C., at Victoria. She became a newspaper woman, for years managing the Vancouver World, established by her husband John MacLagan. She went back to her telegraph key at the age of 65 so that she might help during the First Great War. All during her lifetime the telegraph company maintained a "courtesy station" in the dining room of Hazelbrae at Matsqui, her real home. Charles Maclure, Sara's brother, prospected on Sumas Mountain for fire-clay and found same, equal to the best imported Scotch clay, and started the brick factory at Clayburn.

John Maclure was a handsome Scot, with a keen sense of humor and a zest for life. While working on a survey in Ireland he fell in love with a very pretty Irish girl, Martha McIntyre and married her. One day John came home and said, "Martha, how would you like to go out to New Caledonia?" "Where is it, John?" she asked. "I don't know," he returned, "but they are calling for volunteers. There is gold, wild animals and Indians. I think it sounds interesting. I think I would like to go." "Well," said Martha, "If you want to go, I want to go." They had one small daughter, Sara, about two years old, and were expecting another baby.



Governor Douglas of the Colony found it very difficult to cope with the sudden influx, so he wrote to England for help. Sir Edward Bulwer-Lytton, Secretary of State for the Colonies, very wisely sent a corps of Royal Engineers, sappers and carpenters. This was not an ordinary company, but a picked group of volunteers with instructions to build, to survey roads, construct bridges and homes, help organize and keep order. Lord Lytton might have sent an army of soldiers. Instead he sent builders, also a small library of specially selected books, the nucleus of the first library on the mainland. He said he hoped he would be remembered by future generations for his part in helping to organize what he thought would be the richest English-speaking colony.

John Maclure was aboard the La Planta which sailed on September 2, 1858. He was one of the volunteers who crossed the Isthmus of Panama and came up the West Coast to prepare for those who were on the ships following around the Horn. He helped in the survey of Queensborough, now New Westminster, part of which they named Sapperton. He was present at the official birth of the Colony, November 19, 1858, at Fort Langley.

Martha followed on the sailing ship, the Thames City, in 1859. She had, with her, Sara and Baby Susan. They were six months and three days on the voyage. Mrs. Maclure often spoke of her anxiety for her husband in that unknown country, and of her great joy when she saw him alive and well, waiting for her with a home ready, a tent.

The North Atlantic Company had been unsuccessful in their attempts to lay a cable so the Collins Telegraph decided to run a line North to Alaska, across the Bering Strait to Siberia. John Maclure was in charge of part of the survey. It was the month of May when they reached Matsqui. The weather was beautiful, and, when they emerged from the forest on the hill where the Bawtinheimers now live, the sun was shining, Mt. Baker was glorious, the wild hay was as high as his shoulders. John Maclure said to his companions, "This is the promised land. This is where I am going to make my home when we disband."

They proceeded with the line only as far as Telegraph Creek when the Atlantic cable was successfully laid. The Maclures' son, Sam, was born in Queensboro in 1860. In September, 1868, the steamer, Reliance, brought the Maclures to St. Mary's Mission, now Mission City. There Mr. Maclure hired two Indian canoes to transport his family, including four children, and his belongings. They paddled across the Fraser and up Matsqui Creek. It was September. There were hazel trees loaded with nuts, so they called the place Hazelbrae — no lumber — no bricks — no white people — a tent until they got a log cabin built. The Indians were very friendly. There was an abundance of game and the young boys soon became expert shots. Charles took many prizes later in trap-shooting. There was game but also there were mosquitoes —

millions of them.

Mr. Maclure was in charge of the telegraph line connecting the South with Fort Langley. In 1869 a dreadful fire swept through the country. Mr. Maclure was away doing repair work on the line. The smoke was so dense, and the heat so intense, Mrs. Maclure buried her few treasures and took her children to the Creek but small Sara stayed with instrument until she contacted her father, and told him what they were doing. Later Sara was able to earn enough money to buy an organ in lieu of her piano. That small organ gave the family and many others a great deal of pleasure. In later years it was used in the first church services in Clayburn, and then in Kilgard. At present it is a very beautiful desk in the home of Mrs. K. D. Panton in Vancouver, converted to a desk by her uncle, Charles Maclure.

As the Maclure family grew up they worked on the telegraph instrument. Sara later had the office at Granville — now Vancouver. Charles was 16 when he took charge, first at Lac La Hache and then at Lytton. Susan was in New Westminster. Sara was always interested in public life and was President of the Vancouver Local Council of Women, Secretary of the Victoria Order of Nurses, a charter member of the Auxiliary to the Vancouver General Hospital, and of the Art and Historical Society. She never missed her daily message to her mother, dropped by C.P.R. locomotive engineer Mowat at the gate of the farm as he went by. Sara Maclure had little formal schooling but she had ability, faith, courage and ambition. She numbered among her personal friends the leaders of the day; Sir Wilfred Laurier and Lady Aberdeen were two of them. She had charm and all who knew her loved her.

John Couch arrived in 1870 and took up land near the present Hazelwood Cemetery. He planted apple trees and grew some potatoes, and was noted for the number of cougars he killed. About 1871 the first Presbyterian minister arrived, Mr. Dunn, whose field was a very extensive one. He thoroughly enjoyed the spontaneous and sincere welcome he received at the Maclures. He, years later, officiated at the funerals of John Maclure and Mrs. MacLagan.

Messrs. Leggatt and Sward arrived and built on land directly opposite the Cruickshanks, on Clayburn Ridge. Mr. Sward was an Irish gentleman and brought a small library with him, the first books on Matsqui Prairie. About the same time the McColl-Turner family came. Mrs. McColl was a widow with several children when she married Mr. Turner. Her daughter Gertrude was the first May Queen at New Westminster. Mr. Turner was the man who surveyed Stanley Park.

The next newcomers were the Nicholsons who settled where Mr. and Mrs. James now live. About 1876 the first dyke was started as a private venture by Mr. Sward and Mr. Darby. Mr. Sward realized farming would not be a success without a dyke, so he put his private

fortune into it. In 1875 the first school was built on Nicholson Prairie near the present Glover Station on the B.C.E.R. It was the half way mark for the Maclure and Nicholson children; the McColls trudged the old telegraph trail.

The elder Purvers arrived in 1884 with their daughter Agnes and son Alex. Alex was drowned in Matsqui Creek. Agnes married Mr. Winn and went to Victoria. Mr. and Mrs. Charles T. Purver and baby Glenn came on the river boat in 1886. Mrs. Purver said that when the boat landed at Lehmans they were met by such hordes of mosquitoes she wished she could turn back. They were met at Riverside Landing by the elder Purvers with a wagon. Charles had a fine horse which nearly went crazy with the insects. There was no road. They just drove along the creek bank to the house built by Mr. Sward. Later they moved to their own farm where Nanie was born.

The Purvers travelled by boat from their home to Mission to get mail and supplies. The coldest Mrs. Purver remembers was 5 degrees below zero, when they drove across the Fraser River on the ice. The Purver children rode through the woods to Abbotsford school where Mr. Catherwood was doing a good job as teacher. The Purvers planted



holly berries that came in a letter from England. A bounty has been cut from the tall trees that grew from those berries. and violet seeds also were sent from their former home in the Old country.

A group of young men from the British Isles formed a company and bought Maple Grove Farm, where the Cruickshanks now live. They were: Warburton Pyke, internationally known big game hunter; Leonard Appleby, late of Mission City and father of Frank and Randolph; T. L. Downes, C. J. Sims, Paddy O'Farrell and Messrs. Bais and Maher.

The C.P.R. construction through their dairy farm made quite a difference to the project so after they had sold the right of way to the railway they disbanded, each going his own way. C. J. Sims bought the property now owned by Roy Machell. Mr. Bais bought acreage and built on Mill Lake, for many years called Bais Lake. The Planktons now own that property. Mr. Maher moved to the C. B. Sward home. Mr. Downes built on the Downes Road and Leonard Appleby, where the Howard Rottluff house now stands. Another of the pioneers who did so much for their new country was Hubert Page, who brought the first Holstein cows to Matsqui.

Cornie Kelleher's memories of his boyhood paint most interesting pictures of the early days. It was at Mission he first saw a railway locomotive when he was a boy at St. Mary's School, and the C.P.R. came building through. It was at that school that he and Paul Boles operated the water-powered flour mill and made coarse and fine wheat flour, as well as grinding corn and peas.

He also tells how the Indians caught sturgeon with nets made of cedar bark. They also used pitch fires in their canoes and cedar nets to attract and trap the wild ducks. The first steamboat Mr. Kelleher remembers was the Little Jem captained by Frank Oden. It took her two days to make the trip up to Yale and one day to return to New Westminster. She was succeeded by the large stern-wheeler Reliance and when traffic and freight increased so much they put on the William Irving. Later the big new Elizabeth Irving was added. She had installed in her the first electric lighting system fitted to any of the river boats. On her first trip at night, when she rounded the curve below the bridge her lights shone along the river as far up as Hatzic. On her first trip she carried many distinguished people from Victoria and New Westminster. On her second trip she burned to the water's edge and some people claimed she was being forced in order to make a record. Other boats were the Corser, Adelaide, Gladys and Bon Accord, but after the coming of the C.P.R. they were gradually laid off. There were some other boats which ran down river, such as the Ramona, Transfer, Pheasant and Favorite.

Cornie also tells of his salmon fishing experiences during the big sockeye runs. At the peak of the run the fishermen were limited to 200 fish per boat per day. They could not can all the fish each day and

every night after 12 o'clock they had to throw back hundreds of salmon. Such a waste, but, piled so deep in the long bin, the fish heated up and spoiled. The cannery was located at New Westminster, the workers were mostly Indian women and Chinese, and fishermen were paid 4 cents each for their salmon.

At times the salmon were so thick that the fishermen put out only part of his net, realizing that his boat could hold only so many fish and that his boat puller (there were no gas engines at that time) could provide only so much power. There were occasions when men put their nets out full length and had them so filled with fish that they sank to the bottom of the river and were lost. Others towed them to the river bank, pulled the nets in there, took out what fish they could sell, and left the rest to rot on the bank. Fish were so plentiful that most people just did not realize there could be an end.

Sturgeon were fished with cross lines strung along the bottom of the river. When these lines were pulled in there would be tons of sturgeon on each. These were sold to Americans who came up the river with big scows and a derrick with block and tackle, for these large fish weighed 500 or 600 pounds each. A lot of the purchases went to New York and Chicago. The government soon put a stop to the cross lines, but men were poaching at night. There were poachers who poached on the poachers and many semi-private wars ensued, for sturgeon paid the fishermen well at 4 cents per pound.

Mr. Kelleher took out a license for fishing sturgeon with a net, which he made himself. In this net he could catch about 500 pounds per night, and on one occasion he and his partner, Joe Reece, caught one just above the bridge, and which weighed 1010 pounds. The steam winch of the Gladys was needed to get it aboard for New Westminster and Butler's Cannery.

Frank Wade was one of the miners who came down after Port Douglas and the Harrison Lake route was abandoned. He took up a piece of land at what came to be known as Wade's Landing and started a small store to accommodate the Sumas settlers who came over the mountain by "Wade's Trail." Mr. Wade kept store there until he died in 1894 and had a big trade also with the Indians, for his wife was a Douglas native woman. His body was shipped to Douglas for burial there.

Charlie Sterling lived on a high ridge by the river and had a small orchard, but now that has all gone into the current. Behind him lived Mr. Thorne, his place later owned by the Pages, who gave their name to Page's Landing. Farther down Mr. Miller squatted on another ridge but later sold his claim to the O.M.I. (Oblates of Mary Immaculate). This land became the home of Mr. George Beharrell. Henry Edwards and Charles Gardner also held 20 acres near here in 1879. The O.M.I. lay brothers took up the land where an Indian by the name of Old Joseph had lived. This was farther down, around the bend in the river, and was

later occupied by Cornie Kelleher. West on the river bank was the O.M.I. hay barn where feed was stored until it could be scowed across to feed the cattle and sheep on the Mission side. On one occasion the river froze so hard that the hay was brought over on the ice by oxen and sled. Open prairie nearby became Anderson and Beharrell property.

Nearer Riverside lived a Frenchman by the name of Darsh. His wife drowned during the 1876 high water during a bank cave-in as she was getting a bucket of water. After that occurred he sold his land to the O.M.I. and left for parts unknown. Mr. and Mrs. Anderson had the place called Riverside, which gave its name to the road from there to Huntingdon, but Messrs. Sward and Darby bought them out when they began to build the Matsqui dyke.

John Evans drove a herd of cattle from Oregon to the new promised land, as he thought, open prairie and lots of open grass, but he stayed only a few years discouraged because of the floods. Every summer Sward and Evans put up small dykes along the slough ridge as it used to be called. It kept most of the water out of what we now call Ridgedale. John Evans sold his land and cattle to the O.M.I. and went back to Oregon. The O.M.I. then put Charles Gardner and Alfred Robinson in charge of the cattle they had bought from Evans. This went on for a while till the two men took up places of their own and were succeeded by John Baldwin, who took the job in shares. When Baldwin took over, the O.M.I. put up a large barn, the lumber being floated in on the first high water. It was at this time that Mr. Page brought in purebred Percheron horses and Holstein cattle from Nova Scotia. The horses all knew how to keep to the left side of the road those days, Old Country style, and it was quite a chore to re-educate them to follow the right side when the change was made to Western style. The Purvers brought to Matsqui a bunch of trotting horses, including a purebred stallion, from Saanich on Vancouver Island. The Purver house was built of split cedar shakes; so was the barn as there was no mill near. They did get some finished lumber from New Westminster, such as flooring and doors and windows, and when the water was high they floated it fairly close to their home. This was one of the few times that the high water was of some help but Mr. Kelleher tells of pushing a canoe, during the high water of 1894, through the kitchen window and to the stairs so that living and cooking could be carried on upstairs.

In May 1894 Mr. Kelleher had to miss the May 24th celebration, planned for Front Street in Mission, since he and others had to work to clear from the piers the tremendous loads of driftwood, whole cottonwood and cedar trees, which were endangering the bridge and making it shiver. This could not be done by hand so the C.P.R. sent a locomotive to help. The manila rope parted on the first pull so they got a steel cable and swamp hook which was fastened to the key log. But as quickly as one raft of drift was pulled away along came another, among them small barns with chickens on the roof, and rail fences almost intact. Wages

were 25 cents per hour.

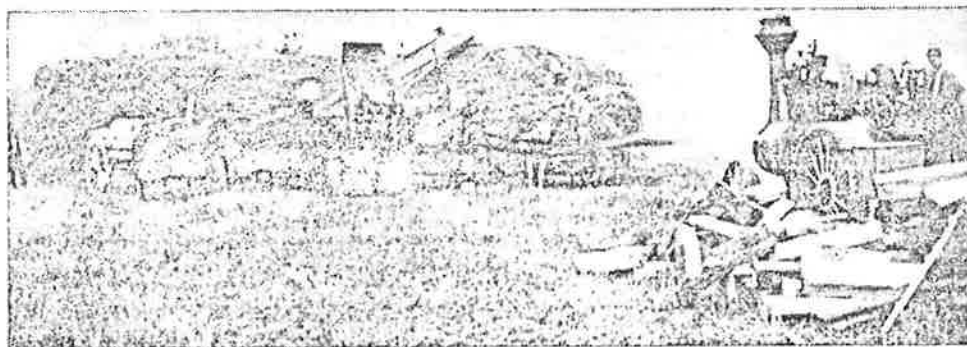
When John Evans took over the Maclure place where the Matsqui C.N.R. station now stands, it is said that he gave Mr. Maclure a cow and a calf for it. And Mr. Maclure took over his homestead or crown grant land at Maple Grove where the telegraph office was set up.

In 1949, following the big flood of 1948, engineers blew out part of the old Matsqui dyke which had held, in order to find out what was needed to guarantee permanency and safety. This part of the dyke had been built in 1898, after other attempts had failed to hold the river. They found that Mr. Laurenson's dyke, which had stood the test, was constructed on a first foundation of cedar boughs, then a layer of clay, then more boughs and more clay alternately. Mr. Page sent for Laurenson because of his good work. Page, Hawkins and Kelleher were dyke commissioners at that time. The farmers were a determined lot, not easily discouraged, and more than once saved Matsqui Prairie from the full force of the river and destruction.

This reminds of an Indian legend of a great flood which resembled the days of Noah and the Ark, and tells how the Indian rafts landed in safety on old white top (Mt. Baker), and even as far as the mountains of North Vancouver, and how, until the water subsided, fish was the only food. An epidemic of small pox was ended only after the Great Spirit told an Indian doctor in her dream to go and gather a certain plant which provided a cure.

The Matsqui and Nooksack Indians were close friends and often intermarried. The Nooksacks would come over in the Fall and go with the Matsquis to Hatzic Island for the Winter months, for there was more game there and fish also. There also were big cedars from which to make canoes and to split for building houses.

The priests encouraged the Indians to move to high ground as their houses and orchards were disappearing into the Fraser River. The Indians liked to tent on the sandbars in order to get away from the mosquitoes. George Matsqui was the first appointed Chief, followed by Peter Matsqui, then Charley Matsqui, down to James, son of Julian, who is the



Threshing Time on Matsqui Prairie, 1907

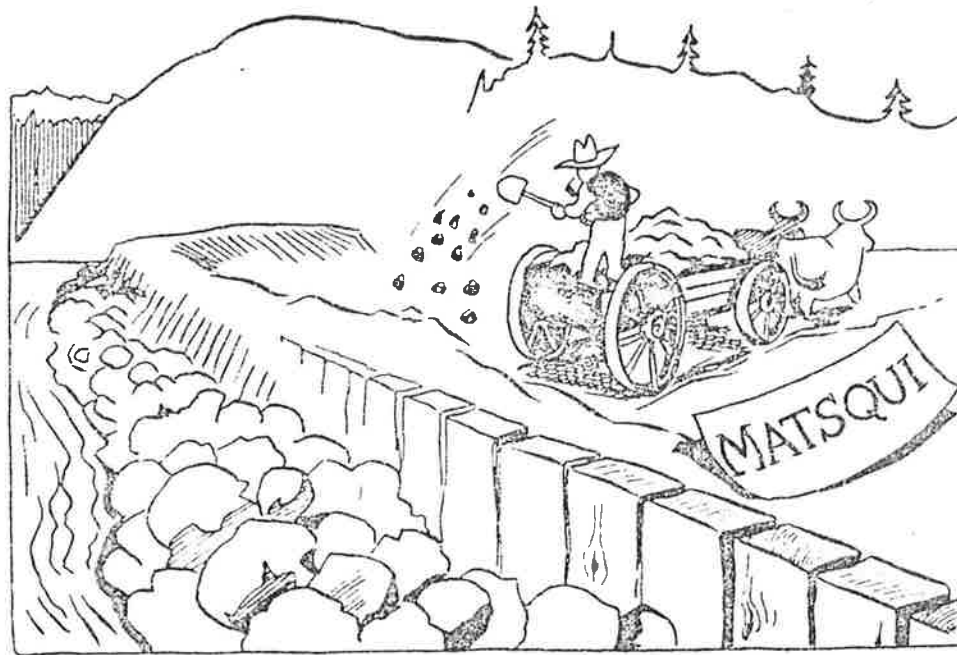
present chief.

A grand old Indian by name of Borer recalled seeing the first white men, "with a lot of hair on his faie," meaning Simon Fraser's men. Some say when old "Borey" died he was 100 years old. Blind Jack lived at Matsqui reserve. He was blind from childhood because he looked at the bright sun. He was a good swimmer and would dive down and loosen hooks and nets from snags for the fishermen. He rescued a valuable keg of nails on one occasion, by going down and fastening a rope to it. Supple Jack was Maclure's right hand man. When the Matsqui dyke was first built by Sward and Darby the agreement was that they were to have all land so reclaimed if it had not been homesteaded or occupied by a squatter, since most of the land had not been surveyed. The Sward dyke was thrown up with the spade and by hand. The dyke left out Page's Lake, formerly called Sterling Lake. Close to the mountain the land was soft and boggy so the men put in cedar posts and split 2" cedar planks, stood them upright and nailed them with home-made spikes. Then the earth was thrown against this wooden wall. They floated big logs down for top rests, whipsawed wooden planks for the sluice boxes, and weighted them down with rocks. Iron was hard to get and had to be worked by hand. This dyke withstood all water until the big flood of 1882. What a job!

It was quite a chore for the boys from the Mission, who had built a corral on the prairie to take care of a large number of O.M.I. cattle feeding there, to get the animals across the river to the Mission side. The Fathers had to get the sidewheel steamer, Western Slope, to take the cattle over, as the current was too strong for a scow. Since the cattle were pretty wild, here was quite a problem in loading them. The life-saver of the day was an old ox by the name of Bright. The men would lead him on to the boat and the others would follow but some of them, as soon as they set foot on the solid planks, would bolt back and run over the deck-hands.

After the 1882 flood Mr. Sward was ruined, since he had sunk all his money in the venture. Then he made a deal with the Matsqui Land Co. by which he was to retain certain of his holdings. Mr. Holland was the land company's first manager. After the C.P.R. got through to Port Moody there were crowds of Chinese out of work, so the land company got in touch with the Chinese labor boss and for a while that summer there were hundreds of Chinese, with picks and shovels, repairing the Sward dyke above the level of the 1882 flood, and to take in Page's Lake as it is now called. A good deal of poor dyking, buried logs which rotted, was done, and the big one of 1894 soon showed up those weaknesses. Ed Morrissey was walking boss and time-keeper at that time. Mr. Brownlee was engineer and Mr. Keefer, Dominion Government engineer. Some people feel that the real trouble was the quicksand that lay at the bottom and defeated the dykes no matter what weight of earth was piled on top.

In 1896 plans were laid to build a permanent dyke. C. J. Mor-



anni, manager of the new Matsqui Land Co., Mr. Hawkins, and Mr. Keller representing the O.M.I., interested the Provincial Government in the project. All brush and stumps were first cleared away. Then appeared the first earth-moving machine used in these parts. Mr. Pike's grasshopper worked fine until it struck too soft ground. It badly needed today's caterpillar treads and the light weight of the gas engine instead of the heavy steam plant. The contract had to revert to McLean Bros., who put a dredge in the ditch, turning the water from the creek into the ditch to float the dredge. The cost was \$80,000, an immense sum for such work in those days. The dredge was left to rot in the ditch near the C.P.R. bridge. Mr. Laurenson, the farmer, was called to build the dams across the sloughs as he had a reputation for building ones that would stay put. Again the cedar and willow trees did the trick, even in the 1948 water.

In the earliest days deer were plentiful on Matsqui Prairie and the Indians hunted with bow and arrow. There were elk also but after the big fire which burned everything down to the Gulf, they left B.C. and lived in Washington. Flocks of ducks wintered on the prairie and a pocket full of shells would provide enough grouse for a week. The grouse and ducks were killed as had been the salmon, 15 to 20 mallard with one shot. Killing too often was for killing sake only. The ducks lessened too when they began to drain the sloughs.

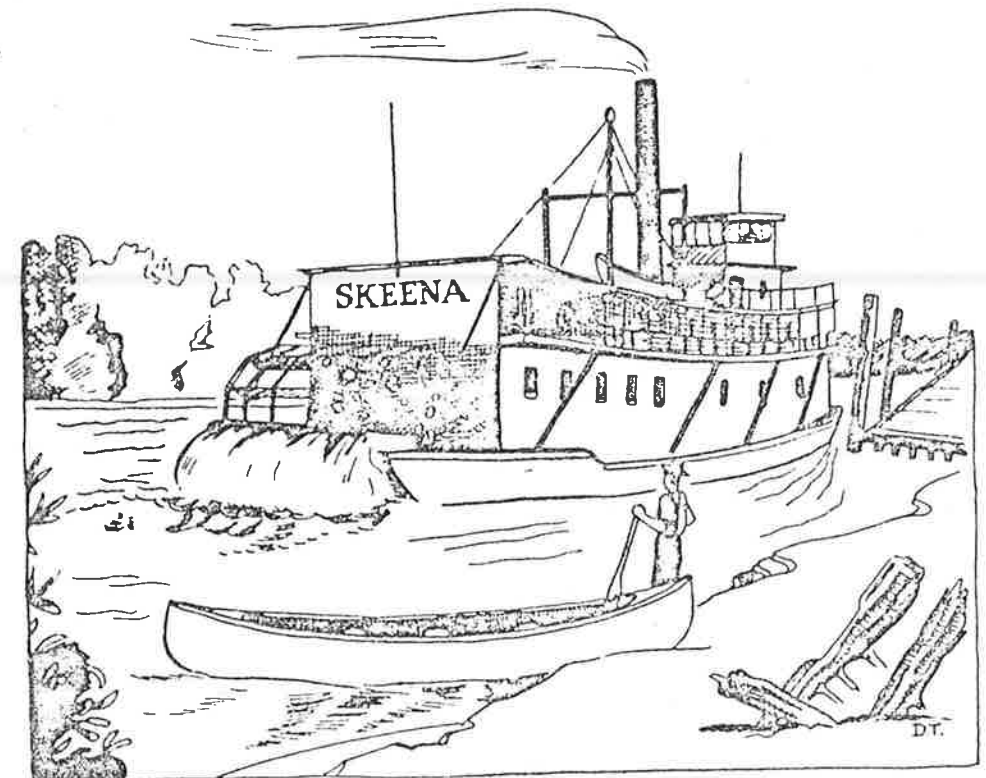
Some of the Indian names are of decided interest.

Matsqui — mathawhee—a place where the land rises above a low stretch.

Hatzic — hawt zawk — a lake.
Chilliwick — Chilla-whey-uck — way up the river.
Sumas — Se-math — big opening.
Chic-chac-oo — newcomers.

As the C.N.R. travelled through the Matsqui area in 1951 bearing Princess Elizabeth and the Duke of Edinburgh, the latter stood on the rear platform of the train watching the panorama of that open flat space of fields, lush with fertility, and with stately mountains as a background. It was that same panorama that prompted Hubert Page to return in September, 1889 to take up his farm at Ridgedale, after bringing the load of Holsteins to this area in June 1888. In March he brought his wife and small daughter to meet with rather lonely circumstances after having lived so long in the progressive town of Amherst, Nova Scotia.

There was only one other woman living in the district, and Mrs. Baldwin lived two miles away. Like other pioneer women Mrs. Page brought with her those things that make a home liveable. There were drapes, silverware, good dishes, a number of oil paintings, which were all her own work, as were her pretty and serviceable clothes. Her sister came with her, and even in those early days visitors from Nova Scotia were not infrequent, some to stay in the West. While the building of



the Mission Bridge made shopping at Mission possible there was still much open prairie and sloughs were frequent. Wet Prairie, Nicholson Prairie and Andene Prairie are almost forgotten names now. Orchards were becoming more frequent; some of the old ones, having completed their usefulness, being cut down only in recent years.

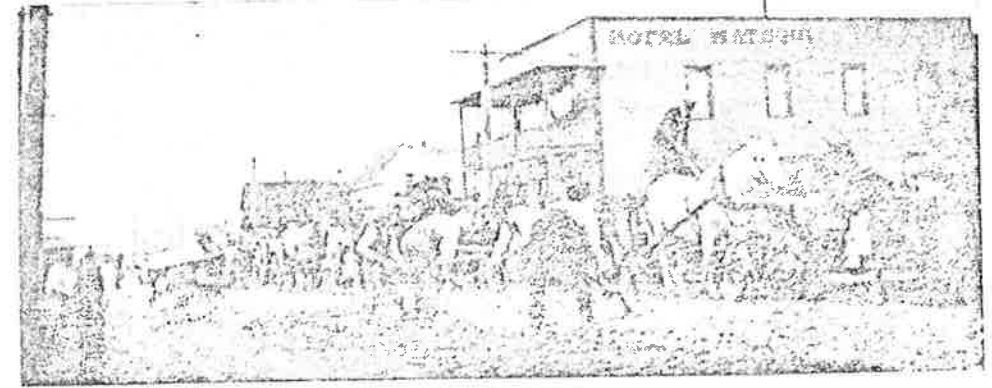
Others to follow after 1890 were Mr. Sims who built near the railway and gave his name to Sims road. He was the first Reeve of Matsqui Municipality, incorporated December 17th, 1892. His councillors were Albin Hawkins, Wm. McDonald, Wm. Marsh and Walter Towlan with James J. Currie as clerk. 1956 statistics give an area of 54,000 acres, 380 miles of roads and a population of 11,521. On January 14, 1899 C. Kelleher was elected councillor by acclamation. Other council members were B. F. Orchard, A. H. Carmichael and Chas. Purver. Mr. A. Hawkins was Reeve.

Joe Trethewey, grandfather of Trethewey Bros. of Harrison Bay and Abbotsford, built a house and barn on Sandberg Road but was here only a short time. Following the building of the bridge the old hotel, built by Mr. Sward in 1876 to house his dyke-building workmen, was abandoned as such and the Baldwin family moved in. It was located where the Riverside Auto Court now stands. Joe Campbell, and his near neighbor, Mr. Fisch, were often seen on the road driving a bullock attached to a stone-boat. When the Applebys built the present Howard Rottluff house they installed a fireplace and with it developed the atmosphere of a real English home. The Turners lived near the present C.N.R. section house and Hibbert Best across the small slough. Lester Embree, who came West with Mr. Page in 1889, and helped him build, stayed on as farmhand until 1903 when he built the present Albert Sandberg house. Following the birth of Roselle Page four more children were added to that family in the nineties. Other babes of the era were May Embree 1896, Kara Appleby 1897, Elwood Best 1895, Baby Kelleher, who did not stay long 1898, and Randolph Appleby, presently of Dewdney, 1899.

Many men came to see the Holstein cattle, Percheron horses, whose certificates are still in possession of Mr. Page's son, and the imported Yorkshire and Berkshire pigs. Since travelling was not rapid nor easy the visitor often stayed overnight and was made much at home on the horsehair sofa.

After the very cold winter of 1893, followed by the flood of 1894, cleaning up the Page and other houses was a real endurance test. Often Chinese house servants were employed as they were then throughout the whole country. These men, away from their families in China, were very kind and trustworthy, and being very fond of children, were doubly so because of their absence from their own far away in China.

School from that area was attended in Mission by riding horseback to Riverside, leaving the horse in the unused barn there and walk-



Road Gang in Matsqui Village

ing across the bridge. On Sundays the truck wagon or horseback carried the children by the same route to Church or Sunday School. Sundays not so spent meant family worship at home, with Bible stories and hymns, minus an organ.

In 1899 the Johnston family moved into the former Howell house. Next year their daughter and family of three boys came as did Mr. Fred Cramer. Mr. Alex Cruickshank, father of ex-M.P. George Cruickshank, was working for the Matsqui Land Co., endeavoring to interest new settlers. After the building of the new dyke in 1898 it was felt that this was a very desirable location, so in 1899 several new families came, many from Norway and Sweden via the U.S.A. Mr. and Mrs. Halverson were the first to settle in what is now Matsqui Village, followed by the Fredericksens and the Igelands. Mr. Igeland had a blacksmith shop. Also arrived Ted Jacobson's parents, with two children, and Abraham Hougen, who started a store and the Post Office. A later member of that family, Mr. Alex Hougen, has been Reeve of Sumas for the last 25 years.

Mr. Tom Aish permitted the use of a vacant building on his property, after correspondence between Mr. Page and Alexander Robinson, Superintendent of Education in Victoria, and a local school was established, with some homemade furniture, in January 1900. In 1903 a school was built near Matsqui village, and a second and High School soon followed.



First Matsqui School

In 1893 Mr. F. W. Beharrell came from Nova Scotia and bought 160 acres on what is now Beharrell Road. In 1898 his son Will came West and in 1899 bought the Embree place. His brother Bert soon joined him. Mrs. Will Beharrell came from Nova Scotia in 1903 and Mr. and Mrs. Sam Roseborough took over the Appleby place, which had been vacant for some time. Mr. G. Sterling lived on what was the L. T. Beharrell farm. There were several children. No meat nor butter was allowed on their menu. Instead Mr. Sterling bought peanuts by the hundred pounds and brought them from Mission station in a wheelbarrow. No one had ever heard of peanut butter then though he ground his own. He was, in a friendly way, referred to as "Peanuts."

Mr. Hori Windebank, uncle to J. W. Windebank, bought the F. W. Beharrell property and built the big house which later burned. Other early arrivals who contributed to the country's development were the Kuelsruds, Jensens, two Nelson families and Chas. Crist. Bruce, a grandson of Mr. and Mrs. Gabriel Hougen, now lives on this place. The Stenersons came from Norway. Margaret has been Principal of Abbotsford School since 1929. Henry Hayton bought 300 acres of land on the Page Road and in 1907 donated property for a school and hall at Ridgedale. The hall was built by the Community Club, a very active and useful organization over 50 years ago. The teacher was Lily McCallum, a member of a pioneer Mt. Lehman family.

The Martin Alexanders came from Washington and lived on the present Geo. Mutch place. Just after the turn of the century there followed Mr. and Mrs. Joe Smith from Mt. Vernon, Washington, Mr. and Mrs. Nelson Machell from Manitoba, and the Wm. Gurneys whose son and daughter-in-law now live in Kamloops, where Mr. Gurney has been for some years Principal of Kamloops High School. To the West of the prairie there were the Westlins, Edlunds and Skoges. Mrs. Knute Anderson, with her sons Clarence and Matt, came to visit her brothers Charles and Chris Lundy, but soon after her return to Minnesota the family



CNR Work Train, 1912

moved out and settled here, and Matt became a prominent figure in public life. The Tingleys and the Poignants settled on what was called Wet Prairie about the time the Turner ditch was put through to drain it. The Wells family were frequently here in early days and Carl had his home on the Beharrell Road for some years. Bill Elliott, a young Irishman, brought with him several horses and did filling on the railroad South of the Bridge.

Mr. Nelson Fore named the Fore Road and his son Ed still lives in the area. The Hallert Road was similarly named. Joe Olsen and Ole Sorenson farmed for Mr. Cruickshank and the Hamiltons arrived in 1906. Until about 1903 Mr. Page's threshing machine and tread power were the only ones on the prairie. That year Mr. Roseborough bought a circular horse-power and Mr. Lane and Mr. Nason followed with a thresher and steam engine. Mr. F. Beharrell succeeded with a gasoline engine for his thresher in 1908. Some of the tread powers were later used, with small ponies aboard, to run the cream separator, an improvement on the large square churn and three-sided butter board.

Of the first settlers of the nineties few remain. Mr. and Mrs. Kelleher live in their home on the mountain, 1½ miles from the Prairie. Cornie brought Mattie Wells as a bride in 1898. "She remained for many years our dressmaker and tailoress," says Mrs. Roselle Beharrell, "and it was always, as a child, a pleasure to visit her house. She has always played her part as a good friend and citizen." Their two children are still among us.

Present also are Mr. W. M. Page and his sister Roselle. Their mother was a friend to all regardless of color or creed. Only these four remain on Matsqui of those who were present prior to 1900.

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Straiton

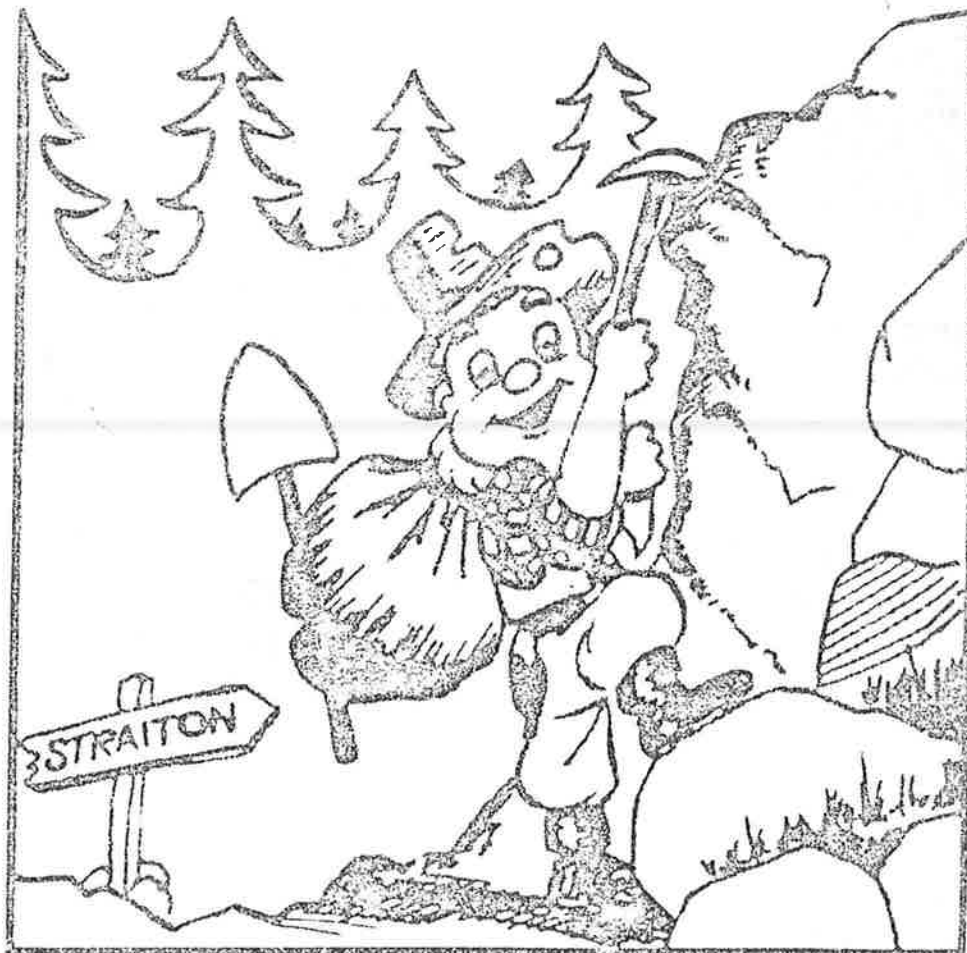
Crossing the mountain from Wade's Landing to Sumas travellers stopped at the summit to take a look at the beautiful view. There Mr. T. B. Straiton liked the scenery so much he homesteaded on the South slope and gave the community its name. He was a photographer from Goderich, Ontario, and located on the mountain in 1894. He then returned to Goderich for his bride and settled in Straiton, where he opened a store and post office in 1907. He carried all his goods from Abbotsford via the Yale Road, or from Wade's Landing by horseback. Later the mail was carried up the creek and over the mountain from Clayburn by the Purver Bros., whose salary was \$25 per year. Quite a difference from today's Trans-Mountain oil tank settlement on the Straiton homestead.

In 1905 Adam Serl, his wife and two boys, homesteaded. The boys had to ride horseback to the Upper Sumas School, a distance of

8 miles. Later Mr. Serl bought his farm on Sumas Prairie from Jimmy Russell. Ira and Roy Serl had the first gas tractor on Sumas Prairie. The Russells began modernization with a sweep threshing machine, using four teams of horses, followed by a tread power using one team. This latter machine was owned by Frank Munroe and was run by Tom DeLair. Arthur Lamson had the first steam threshing machine engine but the stationary engine had to be moved from place to place with horses.

In 1907 Mr. Straiton, Mr. Mason and Mr. Serl whip-sawed cedar boards and built a boat which they carried on their backs to the Fraser River. Mr. and Mrs. Brown homesteaded near Straiton in 1894. There were a few bachelors settled around them — Rube Thornton, Jack Mason, Frank Archer, Mr. Gammin, the McNider Bros. and Homer Fleming. All who homesteaded there made their living ranching, fishing and hunting.

The schoolhouse was built in 1909, the first teacher being Miss



Edna Boley from Sumas Prairie. The school, as usual, was used for all social gatherings.

A narrow gauge railway from Clayburn to Straiton hauled clay from the Maclure discovery on Sumas Mountain. This was built in 1906 and in 1911-12 a factory was constructed at Kilgard. From then on making a living became somewhat easier for the local residents. This factory burned January 9, 1949, but was re-built and re-opened October 1949, thus making two plants, one in Kilgard and one in Abbotsford.

Excerpt from the Vancouver Sun of May 20, 1950: "Brick from Clayburn built the old Vancouver Hotel, and in turn, when the old landmark was pulled down, salvaged brick was used to rebuild burned-out Kilgard, a company connected with the parent, Clayburn."

Some of the miners who opened up the Kilgard project were Frank Tomasso from Italy, Louis Shearer and sons Tom and James, Hugh Gillespie, mine foreman, and Wm. Bonar mine contractor, all from Scotland. James Smith and Matthew Bergen came from the U.S.A. and were the Great Northern section men on the mine railroad for many years.

The Keeping family came from Manitoba in 1912 and bought the Matt McNider farm; Chas. Keeping, the oldest boy, worked in the mine as an engineer. He married Stella Straiton and bought the Dan McMillan farm at Kilgard. Florence Keeping taught a Straiton School and sister Blanche was bookkeeper at the brick plant for a number of years. The Mathers Bros., Jonas, David and John, came from Scotland in 1911-12. Their first work was on the building of the Kilgard Brick Plant built by the Norton Griffiths Construction Co. Later they hauled 3,000 cords of wood to burn the first bricks there. The Ward brothers, James and William, came in 1907 and 1910, farmed and logged and also worked in the brick plant. The Mathers and Corbett families cut many million feet of lumber and railroad ties, one mill having worked up to the present day under Donald Mathers.

* * *

Abbotsford

A century ago Abbotsford was not on the map. It was then described as S.W. $\frac{1}{4}$ of Section 22, Township 16. Later it became a government townsite, and in February 1924 was incorporated a village. The Hub of the Valley is a lusty infant, much younger than so many of its nearby relations, and therefore began its old time history at a later date. It began its incorporation with Mr. E. Webster as its first Chairman, Messrs. R. Gilmour and J. Higginson as commissioners, and Mr. J. McPhee as the first clerk. Its population in 1956 numbered 830.

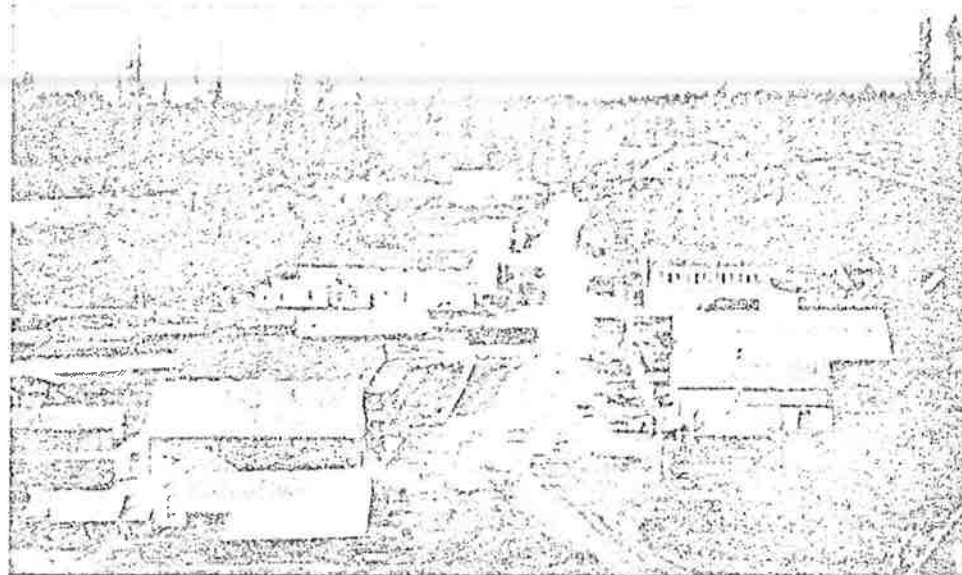
The first resident of the $\frac{1}{4}$ section was Mr. Freeman, the famous

squatter who lived in the stump. The next owner, Mr. Charles Maciure, had it surveyed and laid out the township of 160 acres.

Taken from The Vancouver Sun of May 20th, 1950. regarding the township of Abbotsford:

"While holidaying at the homestead, Hazelbrae, Charles Maciure's father told him he thought the C.P.R. would build a branch line from Mission to the United States border at Sumas. Charlie bought from the government 160 acres of wild land at \$2.50 per acre. However a snag developed. In going through his wilderness property he came across an old man holed up in an ancient cedar stump. This man, Freeman by name, had definite ideas of his squatter's rights, and for a year he fought all efforts to oust him. However the hermit succumbed to a hundred dollar bill. Charles now turned over his land for \$3,000 to Robert and W. C. Ward and D. J. Munn, retaining a quarter interest. The C.P.R. was given right-of-way on condition they build a station there. Charles Maciure named the place Abbotsford in honor of Harry Abbott, western division superintendent of the C.P.R."

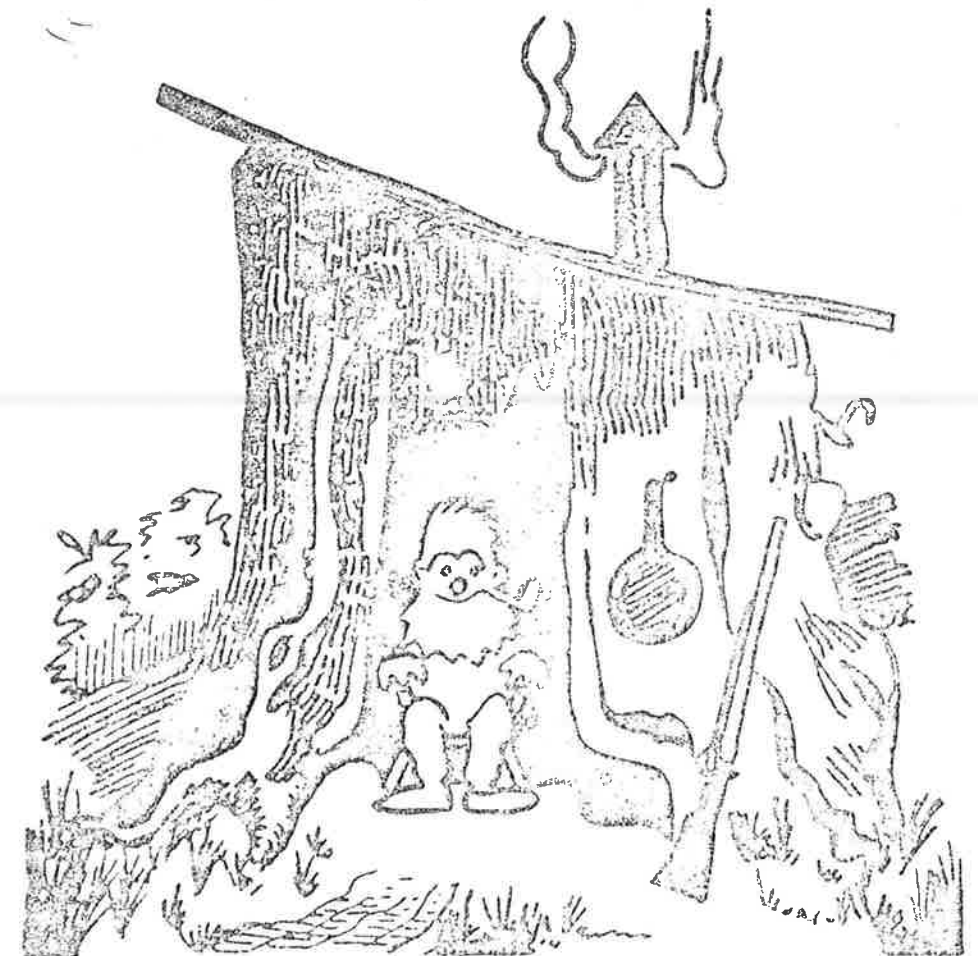
In a letter from Major Mathews of the Vancouver City Archives re the name Abbotsford he states: "About twenty-five years ago someone in Abbotsford got the idea that the place was named after Abbotsford in Scotland and they got up a petition to the Geographic Board and changed the spelling of the name to one 't'. The old Post Office, the old Great Northern Station and the old B.C. Electric Station all had two 't's' and old documents have two 't's' and the settlement which was supposed to



Abbotsford, Looking Up Essendene Avenue, 1909

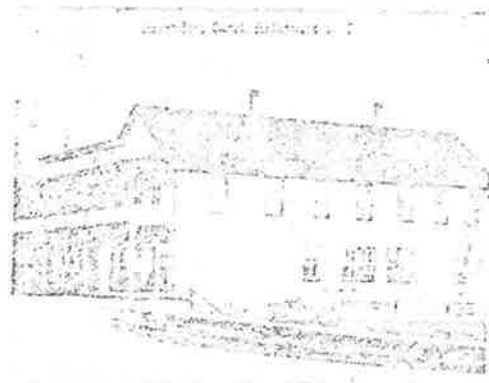
have been named after the man who built the railway is forgotten and a historical association which never existed is attached."

Between 1900 and 1910 several sawmills were in operation, including the Boyd and Trethewey mill at the lake, causing a mild boom in land values and an increase in population. When the lake mill was closed down pessimists said that Abbotsford would fold up, but events since then have proved otherwise. Land in the vicinity was found to be fertile and attracted new settlers. Dairy herds appeared on Sumas and Matsqui Prairies. The highlands, though hard and expensive to clear, were found to be suitable and profitable for the growing of small fruits and bulbs. Business men were not slow to take advantage of the increasing opportunities for trade. Improvement to stores became general, and larger ones were built. Essendene Avenue took on a commercial look and the Atangard Hotel was erected. The old livery barn, built by Dan Fraser and later operated by Alex McPhee, disappeared, and an up to date



garage and service station took its place.

1921 saw a crisis in school affairs. Overcrowded conditions existed at the five-roomed school and a rented hall. There was a registered attendance of 215; 103 of these pupils were from Matsqui, 33 from Sumas and the remaining 79 lived in town. This may seem a small number in comparison with today's school population of 4012 in School District No. 34; the situation was severe. Representatives of the three school boards met and began to put the M.S.A. together by petitioning the Provincial Government to increase the Abbotsford school district. This was done and, aided by the Government, five more rooms were included and the boundaries changed to meet.



Abbotsford Hotel about 1920

This is a good time to name some of the pupils who attended Abbotsford's first school in 1896 — Billy Hill-Tout, Colin

Fraser, Johnny Fraser, Marjorie Fraser, Dimple Fraser, Douglas MacLagan and Lionel MacLure, the last two being grandsons of the first MacLure.

Teachers of the Abbotsford school, opened in 1892, included: Miss Ella Coghlan 1892-3, Miss Eliza J. Blair 1893-4, Miss C. C. Warren 1895-6, Miss Hattie B. Howe 1896-7, Miss C. Shortreed 1897-8, Miss C. C. Warren 1898-9, W. L. Tompkins, Miss K. Draper, M. I. Catherwood 1899-1900, Thomas Campbell, Mrs. M. I. Catherwood 1900-1.

The expansion of the Village is well illustrated by the comparison of the financial statements of 1925 and 1957. The total revenue in 1924 was \$2,535.27 and in 1956 is \$81,802.07.

As yet the Clayburn plant opened July 1950 and Pacific Milk plant opened in 1922 are the only industrial firms to realize the central location of Abbotsford, nevertheless many large establishments have representative offices in the town. Previous to 1925 the fire-fighting equipment consisted of a shed with open front, a dozen buckets filled with water, and two ladders. Roads were mainly mud and sidewalks were made of wood. Water service was very limited and there were no street lights. The Trans-Canada Highway correction, a great impetus, and, in spite of stable-lantern opposition, street lighting appeared, to add one more step towards the foundation of a city, named Abbotsford, a name that once was opposed by the suggestion New Edinburgh.

At first the Stave Lake Power Co. supplied the town from its

station where the post office now stands. The B.C.E.R. finally absorbed that Company. The Anglican Church first located in Abbotsford in 1893 under Rev. Yates, the Presbyterian following in 1910, and the Roman Catholic in 1920.

Wm. Campbell had the first hotel (now owned by Chas. Hadrell), called the Abbotsford Hotel, the Commercial, and Miners' Rest Hotels served the public in that regard, the last named owned by Tom McIlroy. Mrs. Campbell was famous for her smart turnout of hackneys, rubber-tired buggy and coach dogs, she herself resplendent with wide hat and red parasol.

The first post office was in the C.P.R. station and the postmaster was Mr. Peter McCulloch. Authiers (now Copps) kept a general store.

The Royal Bank of Canada opened the first bank in Abbotsford in 1908 in a small building situated about where the Overwaitea store now stands. Blair owned the Commercial Hotel at the corner where the Bank of Commerce is, next was a display room and then the bank. George Kerr was the first manager and Harper Nixon his assistant. The Royal Bank moved to a rented building at the present site but it burned. The bank then bought the lot and erected the present building. The Bank of Montreal opened a branch in Authier's Store, now Copp's shoe store, a few years after the opening of the first Royal Bank.

In 1910 four armed bandits held up the Royal Bank escaping with over \$2,000, mostly in gold and silver, which they carried away in bags, leaving a trail of money as they fled. There was a hot exchange of shots, the only casualty being a hand wound suffered by one of the bandits as he scaled the fence to the Great Northern right-of-way. They crossed the G.N. bridge and got away into the woods, coming to the tracks again near where Clearbrook is now. They crossed the boundary into the States but later crossed back into B.C. in the interior where the four of them were shot and killed in a bank robbery attempt.

The Abbotsford small fry had a gala day searching for coins along the street and the G.N. right-of-way and was a favorite past time for days afterwards.

The Bank of Commerce arrived in 1912. Other storekeepers were Frank Munroe who opened the first one at the present location of Hambley's Hatcheries, Thos. McPhee, Smith and Shortreed. Mr. Sparrow operated a feed business, Mr. Alanson, hardware; Mr. Duncan Dundas, a harness maker, came from Scotland in 1888 and repaired the citizen's shoes and Dan Fraser ran the livery barn. The hospital began its operation through Dr. Swift in 1909, at Mr. Bennett's residence. Water was supplied by a hand pump worked by a Chinese. It must have been well heated on the stove for there was no infection. Impetus was given to a water supply by W. Roberts, and even an oil well's casing ap-

peared.

Before Abbotsford was even thought of, the land round about was homesteaded by Dan McKenzie, South-East of Abbotsford on McKenzie Road. Mr. Milsted located in what was later just south of the actual town-site, and along McKenzie Road. Messrs. Baxter and McLean went further East; the MacCrimmon Bros., where the DeLair milk plant is now located (Mrs. McKenzie was a McCrimmon); and Dan McCrimmon, North West of Abbotsford. These men came when the CPR came through.

Professor C. Hill-Tout homesteaded property where R. D. Grant now lives, in 1893. He was teaching school in Vancouver and brought his family to spend the holidays in a log cabin East of the Clearbrook boundary. In 1896 Mr. Bais hauled the Hill-Touts in with a team and they built the present house that year. Lumber was brought in by ox team from the river across from Mission. They lived about two miles from the border, and the town of Clearbrook, U.S.A., was another three miles away, but they brought their groceries from there on their backs. There was no customs office.

George Parker, an American, had a quarter section next the boundary, bought farm produce from a Swedish settlement on the U.S. side and drove a team twice a week to Vancouver in order to sell that produce. Returning he would fill orders for his neighbors.

In 1895 the dug well went dry and Mrs. Hill-Tout went down the well to fill the bucket with gravel. She was not strong enough to pull up the bucket, nor Mr. Hill-Tout, when he would be ready to come up. After taking out several loads she had been up only ten minutes when the well caved in. Another day Mrs. Hill-Tout met a bear and two cubs on the trail about 200 yards from where Poplar school now stands.

In 1897 Willie Hill-Tout, who was then about eleven years old, carried on his back five poplar trees from the Maclure place on Matsqui Prairie and planted them, thus giving the name to the place and later to the school which was opened in 1906 or 1907.

The celebration picnic in 1897 was held near the Mahoney Hill, which was renamed Jubilee Hill in honor of the occasion. Some loggers cut the branches from the top of a tall fir and mounted a flag.

Three brothers, Jim, Billy, and Tom Higginson, each homesteaded a half section near Clearbrook. Harold Hill-Tout acquired the Tom Higginson homestead. Tom was a friendly and humorous person who liked to recite poetry he had written, and called himself the Cariboo poet. Robert Higginson came around 1910 or 11 with a large and religious family and lived on the Jim Higginson place.

Around the turn of the century the homesteaders mortgaged their property at \$800 a quarter section. Very few of these were redeemed and Mr. Hill-Tout bought up several. At one time he owned

3,000 acres bought at \$5 per acre. He once owned property where the airport is located.

Cook Craig and Johnson built the first mill, bought timber all around and logged the whole area, taking just the best, bought at 10 cents per 1,000 foot stumpage. Capt. Squire owned property where Joe Trethewey built. At this time Arnold Howe, who had married an Anglo-Japanese girl, cleared land around the lake opposite to the old mill site. He lived there ten years and on one occasion shot two deer across the lake where the mill was later built.

Peardonville

Around 1880 two young men, Jake Ebbison and Al Worthin, moved into the Peardonville District and straddled the Cariboo Trail, also known as Brewster's Trail, for the purpose of doing business with the miners who travelled that trail from Whatcom to Mt. Lehman. In 1882 Knight Johnston, a Methodist preacher, and Joe Valente, moved into the

district. These two settled on the trail just North of the border, both thinking they were in Canada, where they wanted to be. Then came the border survey, leaving Valente in the State of Washington, and Johnston in Canada.



Ebbison Homestead at Peardonville, built about 1880

In 1885 Richard Peardon, Mr. Greer, Teddy Bellam, Jack Jacks, George Huston (better known as three stone George) and H.

Haskel left Bellingham and travelled to Peardonville via the Trail, landing there in a snow storm. They were welcomed by Jack Ebbison and told they could bed down in his barn until such time as they located their homesteads. The first house and barn built by Jake Ebbison is still standing on Gordon Peardon's property.

These men put in five days locating their crown grants and then moved on to Mt. Lehman and down the river to file at New Westminster. Three days later they returned by the same route. On their way back they met Mr. Merryfield, a man they had worked with in Death Valley, California. He was homesteading on a piece of property where Mt. Lehman sits today. They also met Sam Campbell and his brother-in-law travelling to New Westminster to try and file on one of the crown grants which they had already registered. Therefore Mr. McLean and Mr.

Campbell had to return and choose other properties. On their way back they let a contract to Worthin and Ebbison to slash one acre on each of the crown grants while they returned to Bellingham to work in a sash and door factory.

In 1887 these men returned to the Peardonville district to make their homes. Each built a log cabin and a small barn, then moved their families in around 1888. This was the first real settlement in these parts and the men set out to farm, working at times in Fairhaven and Whatcom. The closest sources of supply were in these two places or down the Trail to the Fraser and then to Mission or New Westminster.

Around 1890 the district really began to be settled and such names appeared as Follis, Frey, Gephard, Christy, Fisher, Thompson, Winn, Calder, Sinclair and Ross, making it necessary to start a school. About 1894 the first school was built in a part of the district known as South Dunach. Three months later the settlers petitioned the government for a post office. They chose the name of Patricia, but, on being told there was another location by that name, Knight Johnston suggested Peardonville, and that was submitted to the government as the name for the new post office. This was located in the Peardon home until 1923 when rural delivery closed it out. The present school was built in 1905 and added to in 1935. The Royal Engineers, through John Campbell, presented the school with a bell, brought by them from England, when the first building was erected in 1894 with Miss Ida Bowman of Upper Sumas as the first teacher.

The Ebbison and the Worthin mules had the reputation of carrying home their loads of goods while their owners fulfilled their social engagements elsewhere. Thus a perfect two-way trucking business was carried on between the Fraser River and Whatcom.

In 1906 Al Worthin sold his property to the Gardners and moved to Bellingham. Jake sold his place to the Baines in 1907 and moved to Birch Bay to go into the fishing business. Both these men were accustomed to hard knocks but if anyone was in trouble anywhere in the district Al Worthin and Jake Ebbison were the first there to give a hand. There is a story told of them that, with their two hounds, they walked into a bear's den, took out the two cubs, and carried them home alive, while the two hounds kept the mother bear from getting them. When they arrived home they shot the mother and, on being asked why they had not shot her in her first instance, Al Worthin said, "Why carry her home when she was capable of walking?"

Sometimes the homesteaders took the law into their own hands as happened in the case of A and B. Farmer A was certain Farmer B had butchered one of his pigs but Farmer B said no. B had a field of fine potatoes which he put in a pit but when he opened the pit in the

spring the potatoes weren't there, but no one knew what had become of them.

* * *

Mt. Lehman

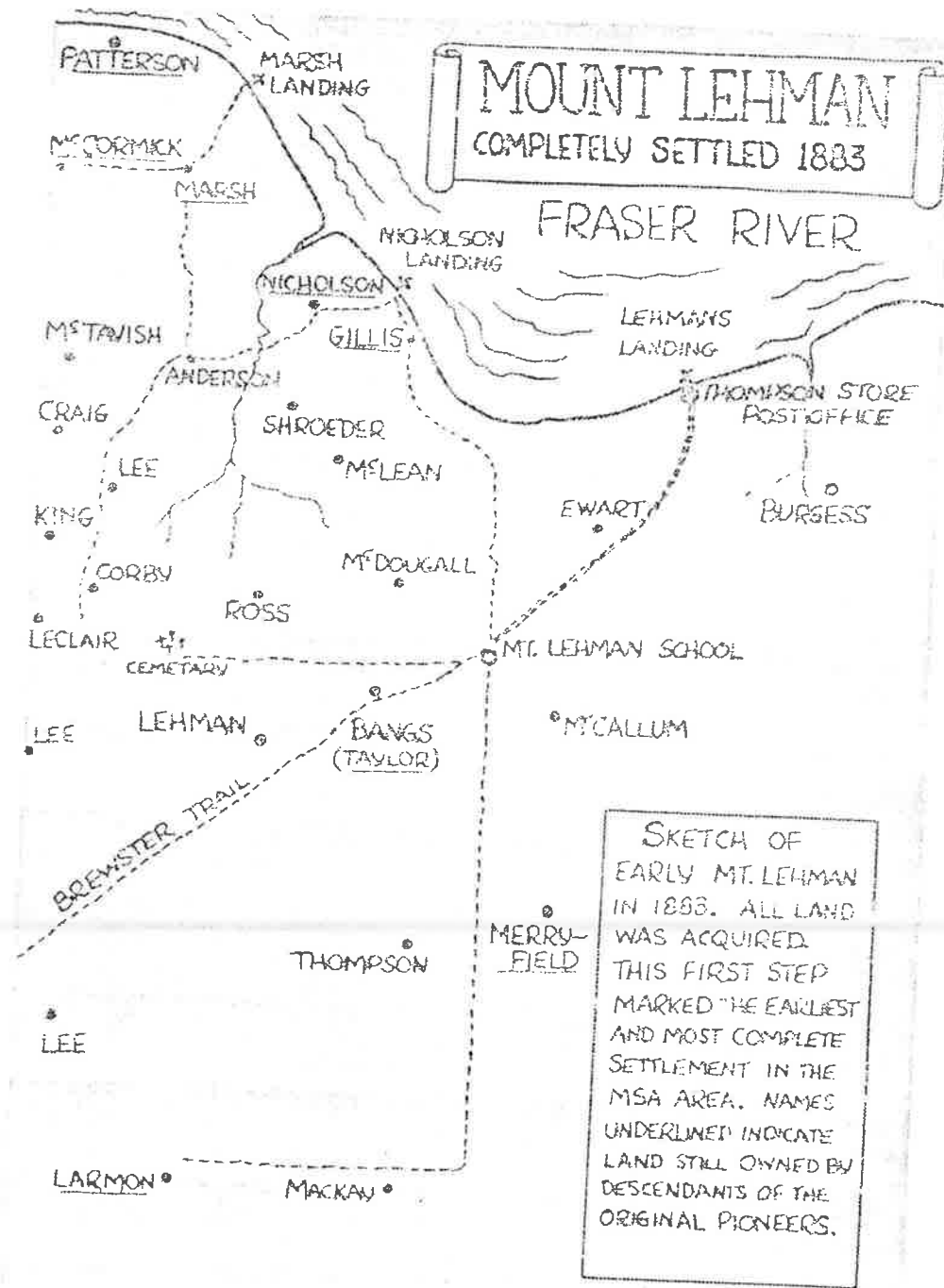
Passing Fort Langley and approaching Glen Valley, travelling East up the Fraser, a heavily wooded plateau rose high against the Southern sky, an impressive challenge, for it appeared to be densely covered with mighty fir, cedar, hemlock and maple trees, with alder and birch scattered throughout. Only surveyors of the Royal Engineers had been on top of this plateau and had placed only as many markers as would meet minimum standards. Here were 10,000 acres of forest — no cleared land at all at Glen Valley, in the North-West corner of what is now Matsqui Prairie, settlers were beginning to move to the mountain's edge.

The reason that the area around Mt. Lehman was one of the first settled was naturally due to the fact that it was on high ground and safe from yearly floods. There are many disputes over who was the first settler but all are agreed that Albin Hawkins was the first to take up permanent residence about 1864, settling on the Matsqui side and including both lowland and hillside. Alf Hawkins, Mrs. Lehman assisting, was born there in 1879 and still lives in Aldergrove.

On top of the plateau there were some Indian trails used only when flooding made Matsqui Prairie impassable. No one had yet attempted to create a home in this wilderness of the great "inbetween," which covered the six miles from Glen Valley to Matsqui Prairie. The Lehman families arrived around 1879 and the river landing became known as Lehman's Landing. At a meeting a few years later, held at the Hawkins' house, a suggestion that the district be called Mt. Albin was turned down by Mr. Hawkins in favor of Mt. Lehman.

In the Spring of 1879 a river boat nosed into the cove below the mountainside and deposited Isaac Lehman on the bank. He took his long squirrel rifle and an axe, and, carrying food and clothing, climbed resolutely up through the timber at the mouth of a little stream. In this lovely forest he was the first real pioneer, for in his chosen land he had the gigantic task of hewing a path for civilization to follow; but in May and June the white blossoms of the dogwoods line the banks of the little streams and the forest casts its wondrous spell on all who enter. A year or so later Sam Lehman followed, as did Bellrose, Rogers and Bangs, and landings along the river became busy places, Marsh's, Nicholson's, Gillis', Lehman's and Burgess' Landings being frequent stops.

Joseph Patterson first arrived in the Glen Valley district in 1861, and staked his claim, but did not settle until 1871. His son, Louis,

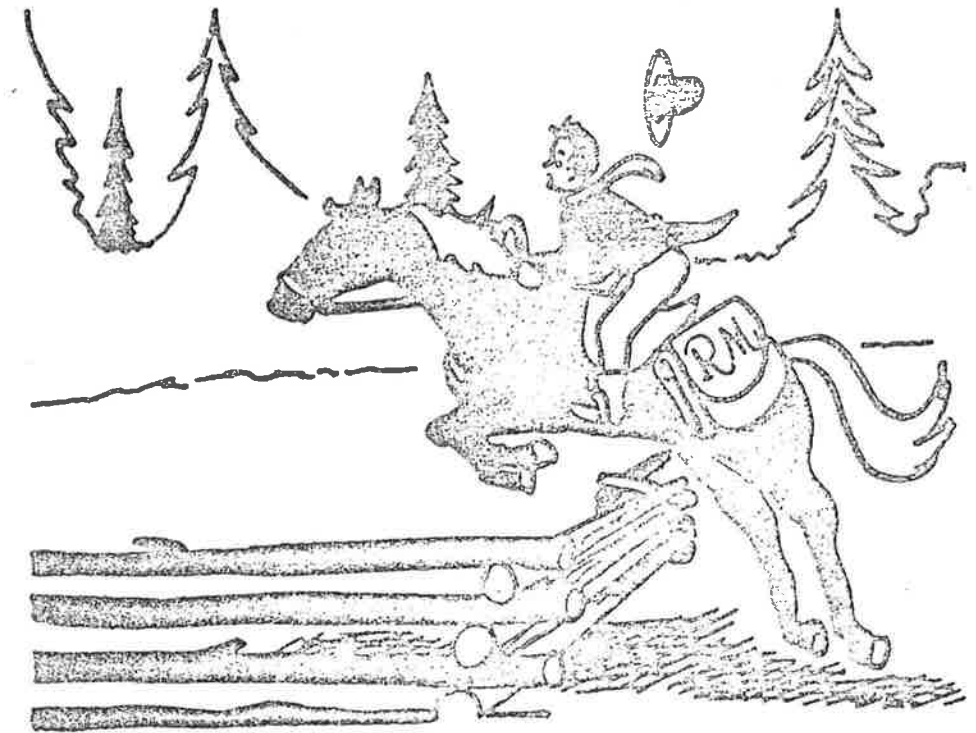


FOOTNOTE

ALF. HAWKINS - SON OF THE FIRST PIONEER, PRESENTLY RESIDES IN RETIREMENT AT ALDERGROVE, B.C. AFTER ENJOYING MT LEHMAN FOR OVER 75 YEARS.

HAWKINS

DOUG TAYLOR



still operates part of the original homestead. William Marsh came from Ontario to Jubilee district in 1881 and worked on the C.P.R. construction. His son Clarence still farms his homestead. P. W. McCormick located in 1881. He also worked on the C.P.R. and his son William and daughter Mary today live on the farm. The Merryfield family arrived from California in the same year, coming originally from Cornwall, England. Mr. Merryfield had passed through earlier and made preliminary plans for staking a piece of land. However, at Lehman's Landing he met a George McCallum to whom he gave all the papers and then on returning had to get another piece of land. Lee, Ross and Burgess were also new arrivals.



S.S. Skeena, the last river steamer to serve the Fraser Valley

Neil Craig came from Ontario in 1882. He was mail carrier by rowboat from Mission to

Mt. Lehman Post Office, the first post office service in this area. Several settlers came from Prince Edward Island. Dan Nicholson arrived in 1882. He was a harness maker. His son Danny is now President of the Fraser Valley Milk Producers' Association and a well known sports enthusiast. Grandson Danny lives on the original farm. Capt. Alex Gillis came by way of the Panama, also in 1882, and by the river boat "Enterprise," to Lehman's Landing. His son Hugh and daughter May are still our neighbors. D. B. McDougald arrived to mine gold and stayed to farm. Ed Thompson started the first store in 1883. For a while Mr. Sutherland operated a second store and Henry Alder bought out Ed. Thompson, operating the store for many years. Burton Taylor came from Nova Scotia in 1886 to a homestead owned by Mrs. Taylor's cousin, Jim Bangs. Little is known of the Bangs except that Mr. Bangs was a Royal Engineer and acquired the crown grant in 1863. Mr. H. E. Taylor owns the original homestead.

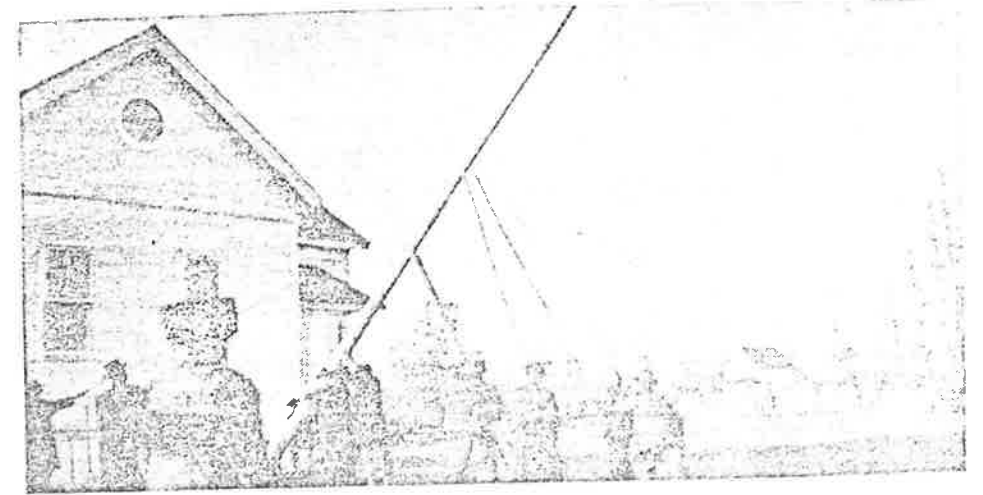
In the Spring of 1886 Robert Coghlan, his wife and sons, Lawrence and Charles, settled in Mt. Lehman, arriving from Fort Langley.



L. Coghlan and team during construction of Gibson's Hall on Mt. Lehman Road, 1911

A third son, Frank, was born later. Charles and Lawrence became river men and few old timers will ever forget Capt. Charles, who spent his whole lifetime on Fraser and Yukon River boats. Lawrence married Catherine West whose father operated the mill on the Sumas River which cut the planks for the Sward dyke. Several Mt. Lehman families trace their relationships to the Wests.

Burton and Anna Taylor, with sons John, Herbert, and Edward, arrived in 1887 at the original place left to Mrs. Taylor by her cousin, James Bangs, who had died as a result of a surveying accident. Burton Taylor was a ship's carpenter and, while the boys proceeded to clear land between periods of working in New Westminster, met Harry West and they decided to build river boats. West had acquired the Fairy Queen and with Taylor's help built many boats for himself and others. The Pheasant and the Defender operated for West on the Harrison River and were later chartered for towing logs. The Defender, skippered by Jack West, on her trip over Matsqui Prairie, picking up the cattle at the big flood time, docked at Nicholas Station near Abbotsford, and for the May 24th celebration in 1902, brought the Chilliwack band to Sumas. Ed Taylor was purser on this boat and later married Elizabeth West. Sons H. E. (Buster) and Gordon still own the original Mt. Lehman property.



Raising Flagpole at the First Mt. Lehman School

The MacLean brothers, Angus and John, came from Prince Edward Island in 1887. Angus farmed while John taught school. John became Minister of Education and later Premier of B.C. John Israel, a carpenter from Ontario, helped to build many pioneer buildings and his sons still live in the district. Another Prince Edward Islander, Armichael Nicholson's son Sam owns the original farm. The Israels also competed strongly for the cordwood market to supply the river boats. At one time they had 1000 cords available. For the second school John Israel and Angus McLean supervised the building and Albert Israel hauled the lumber from the river boats.

Robert George Boyle bought a section of land from George Lee for \$50 and two sacks of flour. Mrs. Boyle (Joana Drake) arrived in 1891. Son Arthur Boyle, born in 1893, still farms the home place. John McTavish, after whom the McTavish Road was named, settled in 1884 and Pete Anderson, whose log cabin still stands near the corner of McTavish and Satchell Roads, came in 1883. James Ryder, whose sons, Angus and Harry, now live in Mt. Lehman, arrived from Ontario in 1903. In 1900 Mr. and Mrs. Richard Owen settled on the farm still occupied by Misses Ruth and Lucy Owen and in 1908 the Satchell family purchased property from Neil Craig. The Satchell Road bears their name.

Mt. Lehman's pioneer church, built in 1894, was just completed when a giant fir tree fell on it and it had to be rebuilt. It is still used by the United Church. The first school was established in the 1880's. This was the center of all community activities. The first religious services were held in the school before the building of the church. Teachers who served the school were: Miss Ella Coghlan 1884-7, Miss M. L. Harding 1887, D. W. Sutherland 1887-90, J. R. McLeod 1891-3, John D. McLean 1893-6, Miss L. E. Moss 1896, A. A. McPhail 1896-8, J. F. Hanson 1898-9,

Norman McLeod 1899.

Three ministers took part in the church services. One week saw a Methodist, Rev. Manuel, the next a Presbyterian, Dr. Dunn, and the next a Church of England, Rev. Hamilton. Both Rev. Hamilton and Dr. Dunn served the churches in the area, travelling on horseback. Rev. Hamilton was in the habit of stopping at the Boyle's place and because he was an ardent pipe smoker was accused of starting Mr. Boyle smoking.

Names taken from the Church contribution fund in March 1903 were: Gillis, Nicholson, Leclair, Burgess, Dennison, Larmon, Taylor, Merryfield, Marsh, Craig, McTavish, Ryder, McCallum, Lindsay, Miller, Currie Bros., Alder, Ross, Thompson, Morrison, McGregor, White, Coghlan, Hawkins, Payne, Boyle, McDougall, McEachern, Towlan, Carmichael and King.

The Orange Lodge was built after the lodge was established in Mt. Lehman in 1903. This hall has been available as a community hall right up to the present day. Jubilee School was built in 1898, the first teacher being Miss Grace Marshall. There were 15 students registered.

The Mt. Lehman Road, known as Brewster's Trail, was the first road in the district, and stretched to the border. While most of the provisions came by steamboat some feed was brought in by team from South of the line. Oxen were used by many of the farmers, particularly by those settlers who had come from the East Coast. The Taylor's white oxen were named Tom and Jerry. It is not reported what Dan Nicholson called his oxen when they vanished into the woods after upsetting the sleigh in the snow while supposed to be taking Mrs. Nicholson and Mrs. Gillis to visit the Andersons.

The field of sports played an important part in early pioneering, Lacrosse and Soccer being the most important. Herbert and Ed Taylor were keenly interested in Lacrosse and both played for the New Westminster Salmonbellies. Herb travelled with the All-Star team to the San Francisco World's Fair in 1898. John McTavish, Danny Nicholson, Clarence Marsh and others were great Soccer enthusiasts and the Highland United Football team was unbeatable in the early days.

With roads being developed on the top of the mountain area less use of the steamboats became apparent. The end of the river boat era was near. The Old Yale Road was being used regularly and good contact was made with it for freight and passenger travel. The steamboats, however, met competition for considerable time since they could haul lumber and grain more cheaply. Small fruits and produce were now grown abundantly and shipped to New Westminster market, butter and eggs, etc., and the demand exceeded the supply. Fruit orchards had heavy yields and enjoyed the local market for many years finally losing out to the

Okanagan Valley.

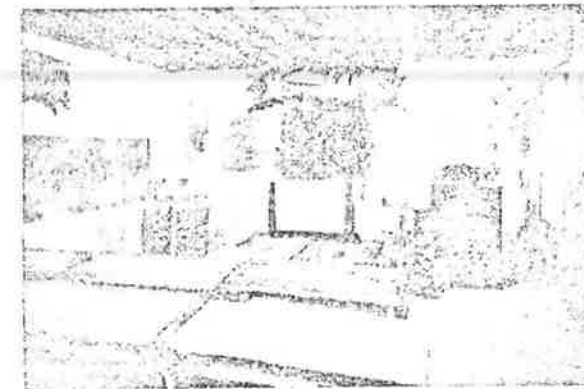
When construction commenced in 1909 on the B.C. Electric right of way Miller decided to move his store to be near the tram. To move a large building 50 years ago was quite a task. Burton Taylor hewed the moving timbers from trees on the Israel property and by use of a capstan literally wound the building on greased logs the half mile to the new site. It took some considerable time to move and necessitated business being done along the way from day to day.

* * *

Bradner

The area known today as Bradner perhaps lagged behind, by a year or two, the surrounding districts in settling up, because of the fact that it lay deep in the woods and several miles from disembarkation points along the river, and also was considerably North of the Yale Road, the main artery for overland transportation. But it is known that settlers were in the area about the mid-eighties. There were three main points of entry: up river by boat to Glen Valley, or farther to Lehman's Landing, hence inland by road or trail. Others came in over the Yale Road. Perhaps the greater number came in through Mt. Lehman.

The Carmichaels came up river to Glen Valley in 1893. It was mid-afternoon when they arrived there and, faced with a nine mile trek inland, via the Jackman and Douglas (Township Line Road) Roads, a party of four, plus a cow, at once set out on foot. Darkness soon fell.



Interior of Bradner School which also served as Church before 1913

the lantern proved useless, so they plodded on in the intense darkness, and, through mud and water, until, still three miles from their destination, a neighbor took them in for a few hours rest and they completed the journey the next morning. The rest of the family were supposed to arrive the following day by team and wagon but one of the horses had his own idea about travelling at night, so that meant another day.

Eventually the whole family was accounted for. This place had been homesteaded in 1886 but had reverted to the Crown. They were fortunate in that a half acre had been cleared. These experiences were typical of the times.

A dozen or more settlers had preceded the Carmichaels, the majority of whom were unmarried men from all walks of life and mainly of English, Irish and Scotch descent. Many were well educated, and all had various talents and abilities which seemed to stand out in those days and find expression in unselfish deeds of a helpful and entertaining nature, much appreciated by families cooped up in the woods for long periods at a time. For example, in the immediate Bradner area, in the early nineties, were five families within a radius of two miles, between whom the only means of communication was by blazed trail.

Heads of the families were fully occupied. Apart from providing for the daily needs, there were sheds and barns to be erected, pig sties and fences to be built, and land to be cleared. All this had to be done the hard way, with crosscut saw, axe, and grub-hoe. Many an acre was planted by the grub-hoe method and by trailing a bunch of brush to cover the seed. The women folk were fully engaged with the household duties and caring for the children. This again was all hand work, washing, baking, preserving fruit in season, and making headcheese, whenever a pig was butchered, not only for the family but also at the request of a few of the neighboring bachelors, all in addition to quilting, mending and knitting.

The youngsters soon found ways and means to pass the time, building playhouses on the ground or in the trees, fishing, making bows and arrows, herding cows or hoeing in the garden. The first few weeks in the woods were quite a novelty and interesting enough, while the nights were often filled with varied entertainments. Darkness no sooner settled than the night life began to move, more particularly on a moonlight evening. Mr. Owl would start up with a "Whoo, whoo, who, who," and from the distance would come an answer, "Whoo, who." We are reminded of the ambitious lady who went out into the moonlight and prayed that on such a moonlight night a suitor be sent her way. "Whoo, who" came the call. "Anyone, Good Lord," she said. Later in the night there might be an "oof, oof" and a rattle of cans which bespoke a bear near the house, or the family pig making a raid on the garden.

There was a certain round of social entertaining betwixt the families of the district. Mr. and Mrs. So and So would invite Mr. and Mrs. Somebody over for Thanksgiving dinner. The meal would be quite a spread, a couple of roosters, perhaps a goose, or an eight weeks old pig, roasted whole, with gravy and sauces, plum pudding and home made jam and candy, not to mention pies and cakes. The day and part of the night would be spent ere the visitor with lantern or torch took the trail for home. Then at Christmas, or perhaps New Years, the entertaining would be reversed. From time to time the bachelor neighbors would be invited to dinner, which was a great treat for them. They would return the compliment by bring a leg of venison, a box of apples, a sack of spuds, or perhaps give a day or two cutting wood.

While the early comers had many a happy hour, peculiar to the period in which they lived, there were also times of intense loneliness and occasionally paralyzing fear, more particularly for the women folk. Often the men went off quite a distance, and for days at a time, to work. Then the mother would be left alone with her brood. Now and again a rough-neck would pass by, demanding a meal and acting in a way that was anything but reassuring. Sickness was always a time of uneasiness, with no help near and no medical aid within a day's travel. Fire was an ever present danger with brush close around the buildings and tinder dry in Summer, red hot stove pipes in Winter, and no firefighting equipment other than the bucket brigade consisting of mother and the young fry.

Presbyterian, Methodist and Anglican ministers were visitors, and the boys found them a source of nickles and dimes in return for conducting them through the trails. Spiritual needs were administered to in a limited degree by various sects and denominations bringing a message of cheer and hope. The Salvation Army members were perhaps the most frequent callers. They were always welcomed and invariably left a copy of the "War Cry" or perhaps another missionary left the "Northern Messenger."

Among the first of the old timers was R. R. Nichol who arrived in 1887, a valuable neighbor and friend to the later arrivals. Bill Dingle and brothers came in the late eighties. He would often bring over his zither and spend an evening of music and song with us youngsters, says Mr. J. A. Carmichael. Mr. Miles came about 1888 and Mr. Peacock to the same area about the same time. Near what is now known as Bradner Center lived an elderly English gentleman known as "Old Mr. Owen" (uncle to the late Richard Owen). He was kindly and soft spoken. The house and furniture he built himself. Being a lover of flowers his home was always surrounded with many beautiful varieties, and also with plenty of fruit in season. He was one of the earliest settlers, and located at the end of the road leading into the district from Mt. Lehman.

Mr. Hanna lived close by, in a house built of hewn logs, quite common in those days, and considerably warmer and more substantial than the split cedar type. Guests welcomed an invitation to dine with him on his fried salt pork and pancakes which were as big as doormats. Mr. and Mrs. Bradner arrived in the late eighties. It was from them that the location got its name, about the time the B.C.E.R. came through and the depot needed a name. Adjacent to the Bradner place, but facing on what was then known as the Disney (Haverman) Road, was Mr. Tom Lehman's farm. Mr. Lehman's and Mr. Nichol's houses were the first in the area to be built of dressed lumber. Across the road, opposite to Lehman's, stood an old windowless log home, a monument to its former occupant of early days, Mr. Disney. The junction of the Disney and Dennison Roads was known to many as Westcott's Corner, again taking its name

from a former though departed settler.

Mr. Isaac Satterthwaite came to Bradner via the C.P.R. to Mission in 1887 followed the next year by Mrs. Satterthwaite and family. They homesteaded on the Jackman Road. The family moved to Lynden in 1894 and in 1905 son Wilfred Satterthwaite took over the family farm until his death (before 1914).

North of the Dennison Road lay the Sully place, where Mrs. Sully lived with her family, her husband working part time in Vancouver. She was a devout woman and conducted her family through Scripture Reading and Prayer daily, following breakfast. The Dennison farm gave that road its name and the Payne family lived on the hill a half mile farther along. On the Harris Road, a little East of the Dennisons was the Brewster place. Miss Brewster later became Mrs. Malcolm Morrison. South along the Dennison Road was the Morrison Corner where lived Malcolm and his brother. Nearby were the McDowells, Baileys and Pierces. These settlers all came between 1886 and 1891.

Leading West, off the Mt. Lehman Road, lived Mr. Towlan and family. He served on the first Board of School Trustees. Later he was both a Councillor and Reeve. The original Dunagh public school stood on the site of the present Mt. Lehman Junior High School. Farther West there was no road for a mile and a half, to the corner of the Aberdeen and Lehman Roads. On this corner were the Waddel and Joe Lehman places. Half a mile farther on Mr. Vic Lehman had homesteaded. He was a man of some renown since he possessed an anvil and forge and was the nearest approach to a blacksmith in the neighborhood. As such he would receive many odd jobs. On one occasion he had the misfortune to fall on his axe and receive a bad gash in his thigh. A messenger was dispatched to Mr. Carmichael, who did the best he could with the materials at hand and sewed up the wound, requiring several stitches with waxed cobbler's thread and needle.

Doctors were few and far between, Mission being the nearest, a two day journey, if he could be had at all. So the settlers relied to a large extent on old home remedies. A young girl had three fingers chopped with an axe, one nearly cut off. A neighbour quickly took some balsam pitch, smeared it on cotton and bound the finger in place where it remained untouched for several days. When the bandage was removed the finger was quite straight and nearly healed. In cases of childbirth, a midwife took over, often to be coached and instructed by the patient. Those were anxious days for mothers.

The three Gledhill brothers, Alfred, Will and Arthur, arrived about 1890 and were admired for their fine singing. Mr. Frank Tillie and Mr. Robert Murray were also among the early comers.

In 1895 a school was opened at the corner of the Jackman and

Township Line Roads, in an old two storey split cedar house, known as the Douglas School. It was later replaced by a log building erected by volunteer labor. Though quite a distance away it served the Bradner area for a number of years until finally a one room school was opened in an old log house near Bradner Center. The first teacher to take charge of the old Douglas School, Mrs. Arthur Goldsmith, now lives in Aldergrove.

On July 19, 1900, Mr. and Mrs. Richard Owen and four children left Bolton, England, and sailed from Liverpool on the steamer Tunisian, arrived at Lehman's Landing and proceeded to the future Bradner, to the farm of Mr. Owen's uncle, James Owen, who had settled there in the 80's after looking over the Willamette Valley in Oregon. A third brother came in 1901 after spending 10 years in Australia. They settled on the Ibbotson place at the corner of Hawkins and Township Roads, and Mr. Owen was soon shipping produce of all kinds, via the river boats, to New Westminster and Vancouver. Mr. Owen is famous for pioneering the growing of Royal Sovereign strawberries in 1905, and the growing and ripening of tomatoes under glass in 1913.

Perhaps one of the most noticeable contrasts between then and now is demonstrated by some financial statistics at the turn of the century:

School tax 1908, \$3.60.

May 15, 1905, 2½ year old steer, \$25.00.

May 15, 1905, 82 pounds bacon at 13 cents, \$10.66.

May 15, 1905, 37 pounds ham at 14 cents, \$5.18.

May 15, 1905, 10 boxes apples at 80 cents, \$8.00.

May 15, 1905, 3 pounds tea, \$1.00.

May 15, 1905, 3 pounds coffee, \$1.00.

January, 1903, 500 pounds wheat, \$7.00.

January, 1903, 500 pounds bran, \$5.75.

May, 1903, boy's boots, \$1.25.

May, 1903, men's pants, 90 cents.

November 17, 1905, Concert Presbyterian Church, family admission, 75 cents.

Perhaps this last item will be significant of the spirit of the early settlers and of their appreciation of their new home and its natural beauty and prospects.

Mr. John Hannah came to Bradner and settled on a quarter section about 1880, working on the C.P.R. construction. He sold his property and left for England on February 1, 1909, to retire. But he returned in less than a year and bought 20 acres from J. Owen Jr., on the Mt. Lehman Road. There he lived until his death in 1943.

Why did he return? Partly because he found that he sorely missed the land of his adoption, but more so because he longed for those friendships which he had helped to develop during those early days, when each neighbor so willingly assisted the other to overcome the difficulties of those pioneering times and shared the simple joys and pleasures of that early era.